

# ATLANTIC FISHERMAN

VOL. XX

Registered U. S. Patent Office  
MAY, 1939

NO. 4

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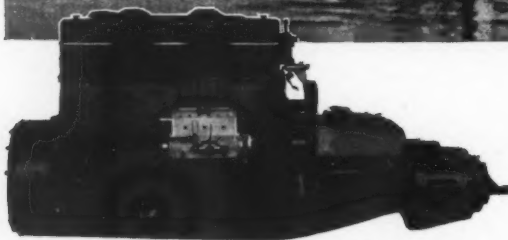
"Give a man poor rope just once—even though he asks for it—and he'll make his next purchase at another store. But sell him Columbian rope—show him that the cost of this finer rope is actually lower in the long run—and you've got a friend for life. He'll come back to you for more rope, and for more of the other things you sell. The story is written time and again on our books back there. You can't beat Columbian for quality. And it's a mighty good business builder for the dealer who wants to grow."

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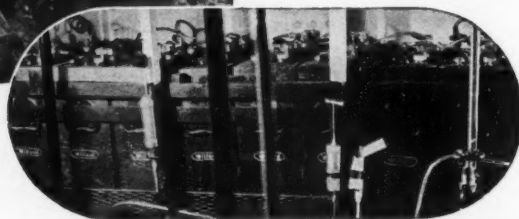


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*The beam trawler Plymouth, owned by R. O'Brien Co., unloading catch at Boston Fish Pier. (Below) Part of the Plymouth's 56 cells of Willard Marine Batteries.*



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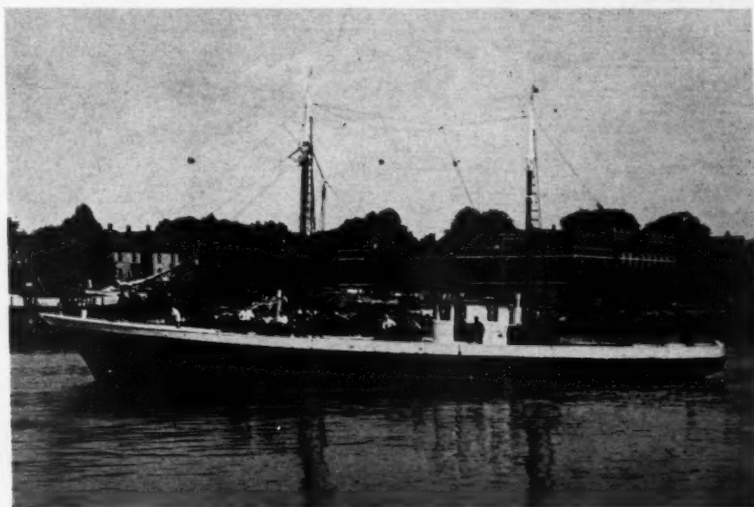
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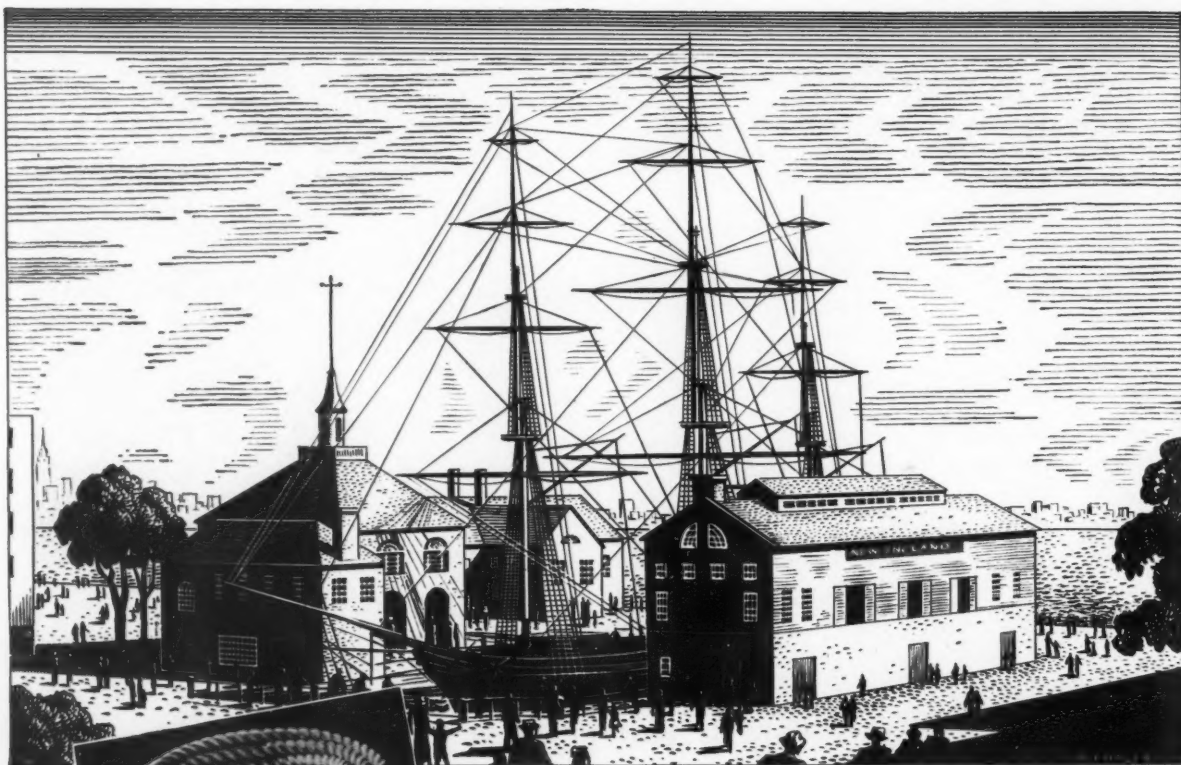
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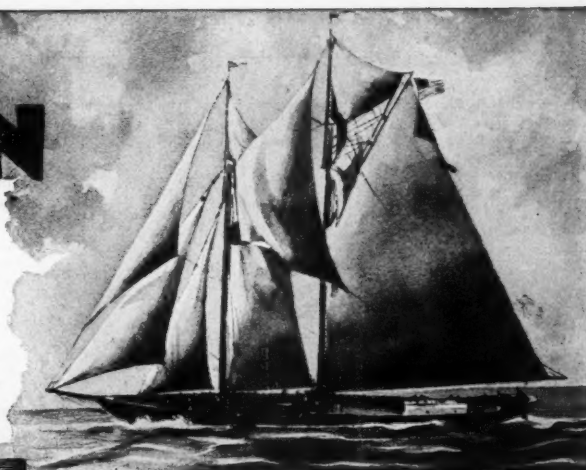
GARDNER LAMSON, *Field Editor*

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## Are the Great Lakes Fisheries Doomed?

**I**N March we published an item in which Henry Raatz, a commercial fisherman of Sheboygan, Wisconsin, criticized the Wisconsin Conservation Commission and its regulations affecting Lake Michigan.

B. O. Webster, Superintendent of Wisconsin Fisheries, explains the attitude of his Department as follows:

"Statistics show and the fishermen realize that there is a serious decrease in the fish production in all of the Great Lakes. Because of the fact that the regulating of the commercial fishing industry is a complicated affair, the Wisconsin legislature in 1937 gave the State Conservation Commission the authority and power to make regulations affecting this industry.

"Realizing that there were many controversial problems, and wishing to be fair in the stipulations of the regulations, the Conservation Commission organized the procedure of collecting information and recommendations from three sources.

"The first source is from the fishermen themselves. Meetings are held in each county bordering the Great Lakes and representatives of the fishermen are elected to meet at a statewide meeting. In this way the fishermen are given a voice in the drafting of the regulations.

"Another source of information is that wherein the State's own personnel who have had training and experience relative to commercial fishing and know the existing conditions make surveys and reports. And, also from the U. S. Bureau of Fisheries which has done considerable research on the matters relating to commercial fishing on Lake Michigan.

"The third source of information comes from the council of State governments, which is an organization made up of representatives of the several States bordering the Great Lakes, whose aim is to bring about uniform regulations among the various States. This organization has a special committee functioning on Lake Michigan fisheries, and representatives from Michigan, Indiana, Illinois, and Wisconsin are on this committee.

"It is only after due consideration is given to the findings of these three groups that an order is issued. The first commercial fishing order was issued by the Conservation Commission in January, 1938. After the order was issued the Commission listened patiently to many complaints of the commercial fishermen and held meetings with them in which they were allowed to set forth their recommendations. In some instances a modification of the order followed.

"We feel that with this power vested in the commission a

great advantage is enjoyed because if an error is made in the order a modification can be brought about in a short time whereas two years would elapse before a change could be made by the legislature.

"Perhaps the major controversial matter relative to this industry is that of artificial propagation. It has been the practice of the state for many years to issue permits to commercial fishermen to fish for lake trout during the spawning season and they collect the eggs in return for the fish which they take. The state then hatches the eggs and plants them as fry and fingerlings back into Lake Michigan.

"Rather rigid regulations affecting spawn fishing were applied which were necessary to insure that the fishermen would not only fish for fish but would also attempt to obtain the most and the best eggs from the fish. In order that the fisherman may have a permit renewed he must have obtained a certain percentage of good fertile eggs from a certain number of pounds of fish. If the fisherman has a poor percentage of fertile eggs or takes too many fish for the amount of eggs turned over to the hatchery it is clearly evident that either the fisherman has become careless in handling the lake trout eggs or he has been greedy in attempting to get as many fish as possible without giving due consideration to the spawning and he is denied the permit for the following year.

"The baby trout problem also presents a very serious question to the Conservation Commission as well as to the conservative minded commercial fishermen. These fish are caught in chub nets and weigh approximately one-third to one-fourth of a pound. Lake trout mature when about three and one-half pounds in weight. In prohibiting the sale of these fish by the commercial fishermen, the commission is attempting to reduce the take of baby trout because it is felt that if there were no restrictions against the handling of these fish, the fishermen would place their nets in those areas where the maximum number of baby trout would be taken. With this regulation in effect the men will set their nets where the minimum baby trout will be taken.

"In order that the restrictions on baby trout are not too severe, the State has arranged to pay the fishermen from two to three cents per pound for the fish. These fish are collected by State employees who daily call at the various ports and pick up the baby trout. These fish are then transported to a central point in Milwaukee and then as soon as possible are redistributed to State institutions at a price which just covers the cost of handling. The State is not trying to make a profit on this work, but is merely attempting to reduce the catch





The "New Dawn", owned by J. H. Wilhelmsen of New York, and used as a scallop dragger. She is 71x21x9'4" and is powered with a 160 hp. Fairbanks-Morse Diesel engine. Other equipment includes a 50x31 Columbian propeller, a 750 watt Fairbanks-Morse generator, Hathaway hoist, and 32-volt Exide battery.

of baby trout so that more of them may grow to maturity. Some of these fish have been sold on the market in the mid-central states and also on the West coast.

"It is the aim of the Conservation Commission to do everything within its power to protect and perpetuate this very important industry and the Commission realizes that certain drastic measures must be applied in some instances if the industry is to be saved from complete ruin. This body further realizes that unless such steps are taken the fishermen will be forced to retire from their industry because of the lack of fish."

Mr. Webster is more alarmed than John R. Schacht, President of the Great Lake Fisheries Association, who says:

"Periodically some person, or a group of persons, becomes greatly perturbed over the fish situation in the United States, alleging there is an appalling curtailment of the available stock of this valuable food supply, and that over-intensive commercial fishing and wanton and unwise exploitation by commercial interests has resulted in a serious depletion of the fisheries of American waters.

"This agitation for conservation and strict control is not new, nor is it confined to any one fishing ground, or species of fish, but seems in time to run the entire gamut of the fishing industry. One year it may be the salmon, next year the shad, next the pilchard, or the mackerel, haddock, or whitefish. These agitations usually occur after a year of low fish production.

"Just at present this agitation is centered about the Great Lakes, and as eight states border on these lakes, and each is interested in these fisheries, the Council of State Government has taken part in the movement. Those behind this agitation would have you believe that the Great Lakes fisheries are doomed, that they are actually on the verge of extinction, and that something very drastic must be done to save them—all this in spite of the fact that the average fish production for the Great Lakes for the past twenty-five years, has been approximately 86,500,000 pounds, while in the year 1936, the catch was 94,276,000 pounds due to unprecedented catch of blue pike that year. In 1938 the catch was 83,958,000 pounds.

"The commercial catch of fish in Great Lakes' waters varies greatly from year to year, largely due to natural causes. There are wide fluctuations, from season to season, of various species. As we have said before, a year or two of poor yield and the cry goes up, 'The Great Lakes are being depleted,' and an agitation for conservation is started; but if the catch increases the next year, the agitation wanes, only to become violent again when another poor year comes along. The agitation this time seems to be more violent, and the forces behind it

more powerful than ever before, but otherwise the situation is fundamentally unchanged.

"At the instance of the Michigan Legislative cooperative, the Council of State Governments called a meeting of conservation officials and some legislators from the states bordering on the Great Lakes and from the Province of Ontario, at Detroit, February 25, 1938, to consider the question of the conservation of the Great Lakes fisheries. Commercial fishermen and commercial fishery interests were not invited to attend this meeting; neither were they permitted to take part in the deliberations. At this meeting two plans for conservation were proposed: FIRST, that a treaty be entered into between the United States and Canada, placing control of the Great Lakes fisheries in the hands of an International Board; SECOND, that bills be introduced in all legislatures of states bordering on the Great Lakes, to give by statute, full and absolute control over the Great Lakes fisheries to the Conservation Boards of the states affected.

"The average annual commercial catch of all species of fish in all the Great Lakes from 1913 to 1936, inclusive, has been approximately 86,500,000 pounds. During this period there have been wide fluctuations, the year of lowest production being in 1934, when it reached 96,411,000 pounds. In 1936, the production was 94,276,000 pounds, only two millions pounds less than the year of highest production. In 1933 the catch was 74,624,000 pounds, some 12,000,000 pounds below the average for 25 years; but for the years 1934, 1935 and 1936, the production averaged approximately 7,000,000 pounds above the average for the past 25 years. In fact, going back some 50 years, we find the highest catch ever reported for any one year was 113,000,000 pounds, showing the catch, as a whole, of the Great Lakes, has been most consistent for 50 years. Surely this does not show any depletion, but quite the contrary, it shows a healthy continuing supply. As stated before, there often is a wide fluctuation in the supply of different species, but it appears that as the supply of one species wanes another increases, and often in a year or two the abundance of given species is reversed. There is a natural balance in the fish world; if this were not so, in unfished waters, such as the Great Lakes practically were before the advent of the white man, the reproduction would be so great that the lakes would not have been big enough to hold them all.

"Considering the total production for specific lakes we find the following:

Average annual production for years 1913 to 1936, inclusive:

|               |                   |
|---------------|-------------------|
| Lake Superior | 10,997,000 pounds |
| Lake Michigan | 24,268,000 pounds |
| Lake Huron    | 12,612,000 pounds |
| Lake Erie     | 35,857,000 pounds |
| Lake Ontario  | 656,000 pounds    |

Average annual production for five years, 1932-1936, inclusive:

|               |                   |
|---------------|-------------------|
| Lake Superior | 14,448,000 pounds |
| Lake Michigan | 24,348,000 pounds |
| Lake Huron    | 14,035,000 pounds |
| Lake Erie     | 31,959,000 pounds |
| Lake Ontario  | 627,000 pounds    |

"These figures show that the catch for Lake Superior for the five year period, 1932-1936, inclusive, has averaged some 31% above the average for the past 25 years; Lake Michigan equals the average; Lake Huron is approximately 11% less, due to the big drop in the catch of ciscoes, but in 1936 the catch in Lake Erie had increased to 36,777,000 pounds, a million above the average for 25 years; Lake Ontario is approximately 4 1/2% less. This surely shows that the Great Lakes are most consistent fish producers, varying but little in a five year period. In view of these figures covering all species and the entire production of the Great Lakes, how can anyone arrive at a conclusion that these fisheries have been depleted or that there is an even remote danger of their becoming extinct?

#### Fluctuations in Supply

"One of the banes of the fishing industry everywhere is the wide fluctuation in the annual catch of given species, which seems to be entirely unrelated to commercial fishing, but is subject solely to the vagaries of natural elements. Many conservationists admit that the real purpose, in seeking control



Henry Bates of Lanesville, Mass., holding an 86-lb. cod, caught in Ipswich Bay on a Burnham Tarred Cod Line.

over the fisheries, is to insure uniformity in the amount produced; that there be adequate stock to support the fisheries every year, so fishermen will be assured that every year will be a good year, in which he will receive adequate return for his labor and on his investment; that fishermen will no longer have to wait for infrequent exceptional years, when nature proves bountiful and provides a good catch. In other words, they hope to place commercial fishing on an even basis of production, similar to a chicken farm or a cattle ranch. It is a grand utopian dream, but we fear the wish is father of the thought. A mere glance at the production statistics of the Great Lakes will show how idle is the dream.

"We will cite a few figures and would call your particular attention to the remarkable fact that usually good years almost invariably follow years of low production, when the supply of adult spawners seems to be low, showing how reproduction of fish appears to be largely independent of the number of adult spawners, but rather depends almost entirely upon whether natural conditions are favorable to the survival of eggs and fry.

"In 1933, the catch of yellow perch, of all the Great Lakes, reached the lowest point in many years, namely, 4,943,000 pounds, but the very next year, 1934, the production of yellow perch reached an all-time high of 16,099,000 pounds. In 1913, the catch of blue pike dropped to 1,881,000 pounds, and everyone was concerned about it, but two years later the catch of blue pike reached the high peak of 18,811,000 pounds, ten times as large as two years before. The catch of ciscoes dropped to 8,337,000 pounds, in 1916, and two years later, 1918, the production of ciscoes reached an all-time high of 35,291,000 pounds, an increase of over 400%. Lake Herring production in 1932 dropped to the lowest in years, being only 11,686,000 pounds, and two years later the catch was 23,940,000 pounds, an increase of 100%. The catch of chubs in 1932 was only 4,056,000 pounds, but two years later, in 1934, the catch had risen to 7,148,000 pounds. The catch of yellow pike, in 1929 was 2,384,000 pounds, and two years later, 1931, it was 4,668,000 pounds. Lake trout have proven the most constant in production of all the species, averaging approximately 10,000,000 pounds, for the past 25 years, variations being within a ten per cent range. This, probably, is due to the fact that lake trout is a formidable voracious fish, able to hold its own amongst all species.

"Other incidents could be cited, but we think these are enough to prove that fish production almost runs in cycles; these two year lapses between high and low production occur too often to attribute to coincidence. These dips and peaks of catch are beyond the power of human control, and we do not believe that any regulations will level them off; too much depends upon natural factors.

#### Year Dominance of Any Species

"Conservationists and scientists are prone to attribute heavy production of any species of fish to intensive commercial fish-

ing, failing to lay stress on the principle of 'year dominance' in fish life. The wide fluctuations cited in the preceding paragraph illustrate this principle very clearly. There are certain years in which certain species predominate, due entirely to good spawning years just preceding, with a good survival of eggs and fry. Since the amount of equipment used in a year preceding and the year following a peak season is practically the same, how can big catches be attributed to intensive fishing? The fishermen set their nets, the amount of fish they catch is surely beyond their control, it truly lies in "the lap of the Gods". Fishermen fish just as intensively in lean years as in good, in fact, they fish harder when the fish are scarce than when they are plentiful. Why not accept the common sense explanation, that in peak year of any species, that particular species is most abundant. When the fishermen catch a lot of fish it is because there are a lot of fish to catch. The theory that fluctuations in catch depend solely upon the intensity of fishing is absurd—it just does not make sense.

"Cold statistics of production fail to disclose the many factors that enter into it. For instance, the weather is the ever present menace of the fishery industry, and most materially affects production. Favorable or unfavorable weather, particularly at the peak of the season, naturally tremendously affects the catch. There are other factors we could name, but we merely want to point out again how illogical the conclusion is, that fluctuations in catch are solely due to the intensity of commercial fishing.

#### Value of the Great Lakes Fish Production

"The value of the fish production of the Great Lakes also demonstrates the constancy of the total yield, not only in pounds but in dollars as well. For the 12 year period, 1926-1937, inclusive, the average annual value of the entire catch of all species, of the Great Lakes, was \$5,850,000; the value of the catch for 1937 was \$6,030,000. The average price per pound of all species, for the same 12 year period, was seven cents per pound; for the year 1937 it was 7.18 cents per pound.

"In explanation of the fairly constant fish yield of the Great Lakes, it has been repeatedly asserted, that this was due to the fact, that as the more valuable fish decreased in quantity, the fishermen concentrated upon the so-called 'rough' fish, and thereby the average poundage was sustained. The figures cited above fail to substantiate it. If it were true it would have reduced the value per pound of the total production, whereas the figures show that it has not affected the total money received by the fishermen.

"There should never be any reason for a quarrel between commercial and sport fishermen, for the amount taken by sport fishermen is negligible, compared to the vast amount of truly food fish caught by commercial fishermen. Any species that sport fishermen are particularly interested in can easily be protected, when necessary, in any given locality, by local statutes, passed by the legislature of the particular state affected, as has already been done in the case of several species. When this is clearly understood, the proverbial enmity between these two classes of fishermen should vanish.

#### Regulations

"Conservationists would have you believe that all commercial fishermen are wanton destroyers of fish life, without regard to future consequences, and that if fishermen had their way there would be no regulations whatever. This belief is unwarranted. There may be a short-sighted fisherman here and there, but the vast majority of commercial fishermen are progressive in their ideas; they fully realize the necessity of protecting the future supply. They are amenable to reasonable regulation, based on common sense and experience. They strenuously object to regulations or control dictated by conservation hysteria.

"Surely the situation is not sufficiently serious to warrant such drastic changes in control as an international treaty with Canada, nor the placing of absolute control of the fisheries in the hands of scientifically and possibly politically minded conservation boards, so they may roam at will in the theoretic field and make whatever regulations they may see fit. Admittedly there are some corrections to be made in fishing con-



The "Rosemary", a new shrimp trawler recently completed for John Hardee of St. Augustine, Fla., who is now operating out of Berwick, La. She is 52'x15'6"x4'9", and was built by the New Augustine Boatbuilding & Repair Co. of St. Augustine. She is powered with a 100 hp. Superior Diesel installed by F. A. Cook and is equipped with 2:1 reduction gear with a 32x20 propeller producing 850 rpm. She is also equipped with a Stroudsburg hoist and painted throughout with Pettit paint.

ditions in some waters, and there are some evils to be eradicated, but this can best be done by the legislatures of the particular state affected, as the local legislators best know the needs of their particular bailiwick. If compacts between the states bordering on the Great Lakes are desirable, for the sake of uniformity, then such compacts should be under the resolution (Public Resolution No. 84, 75th Congress) passed at the last session of Congress, which provides that such compacts must be ratified by the legislatures of the several states and by Congress. Compacts between Conservation Boards of the several states are bound to run into legal complications, and we believe it would be inimical to the best interests of commercial fishery interests. The ultimate control of these fisheries should absolutely rest with the legislatures of the several states. It rests there now, and should remain so. This legislative control should never be surrendered.

#### The Future

"In our stand in these matters, we are sometimes termed obstructionists offering nothing constructive. We have the highest regard for scientific research and fully realize its value. But scientists disagree among themselves, and they are frequently over-zealous and blind to the views of others. At times even scientists are wrong, and unfortunately we cannot appeal their theories and decisions to a higher court for review. We object to being called obstructionists simply because we draw different conclusions from given data. We should not be criticized because we refuse to turn control of our valuable fisheries to a group which has held itself aloof from commercial fishery interests.

"It is high time the fishermen stop bickering among themselves. It is time the conservationists and scientists stop crying "Wolf" and cease attempting to increase their power and to force through drastic legislation by the "hue and cry" method. It is time the sport fisherman buried the hatchet.

"It has been said that the commercial fisherman is the forgotten man in America. That the farmer gets everything and the fisherman nothing. For this situation the fisherman himself is largely to blame. The state legislatures, Congress and the United States Bureau of Fisheries, all have shown an inclination to help the commercial fishery industry, but they are all amazed at the absolute lack of unity or organization in the industry. When the fishermen agree among themselves, organize so as to present a united front before legislative bodies, they will get somewhere. Until they do, they will never receive proper consideration."

## Florida Has Five New Crab Factories

By R. B. Barr

**T**HIS year Franklin County, Florida, has seen the addition of five crab factories to her rapidly growing importance as a fishing center. Three of these houses are located at nearby East Point and two in Apalachicola.

F. B. Newell, former manager of the Gulf Coast Seafoods, Inc., in Apalachicola for the past three years, is establishing his own wholesale business this year, and will operate under the trade name of the Sunbeam Seafoods Company.

The structure, 50 by 100 ft., of corrugated steel, with concrete floor, complies in every way with Board of Health regulations. Over 1000 feet of screening is used to partition the work compartments or rooms where the crabs are handled.

Each employee is required to have a health certificate and the pickers are required to wear uniforms, white aprons and head bands. The crabs are picked by hand, and after every pound the pickers must sterilize the can, pan, and steel knife, and wash their hands in chloride solution.

When the plant is in full operation, only certified employees are allowed entrance, for, as Mr. Newell states, "Crabs are more susceptible to absorbing foreign odor than any other product, and careful attention must be paid to this matter." Although the grounds are posted, visitors are permitted and personally conducted through the plant by Mr. Newell.

Twelve power boats operate in Apalachicola daily to supply the factory with crabs. A wooden arm attached outright to the boat near the stern controls the mile-long trot line. The bait is attached to the line every five feet.

Twelve hundred pounds of crabs are steamed at one time. After they are cooked, washed and cleaned, they are given to pickers, who are seated at 7 long steel-top tables with a pound can in a pan before them into which the meat is packed. There are three grades of meat, namely, claw, white regular, and the de luxe or lump.

During the busy season about 65 are employed in this work, and over 100,000 pounds of crab meat will be packed from 300,000 pounds of live crab. A Creasey Ice Breaker crushes the ice for refrigeration.

Prospects for the 1939 crab season, which is from March to October, seem very favorable. "The question," states Mr. Newell, "is not crabs, but certified pickers." Crabs are plentiful in these waters and many more pounds could be caught and packed, but there are not enough pickers with the necessary qualifications to handle an increased amount of crabs.

#### Texas Shrimpers Strike

Shrimp boat men along the Texas coast went on strike on May 8, refusing to go out on craft fishing for shrimp unless their wage demands were met by operators.

Several hundred shrimpers at Galveston went on strike, and at Port Isabel both shrimpers and fishermen refused to go out.

The strike does not affect fishermen at Galveston, and employees of shrimp dealers who sell shrimp for bait to sport fishermen are also unaffected. The latter class of workers asked for and got a union contract by which their wages are increased from 4c to 6c per pound for shrimp caught.

Galveston shrimpers are asking for an increase of from 3c to 4c per pound on shrimp caught for dealers in food shrimp. At Port Isabel, the increase asked is from 2½c per pound to 3½c per pound.

#### Two New Shrimpers Launched

One of the latest additions to the Morgan City, La., shipping industry arrived on May 2 when the *Gulf Trawler* was launched at the Klonaris Shipyard on Front Street, with Mrs. Theodore Anderson officiating at the ceremony. The big trawler, which is a 46-footer, with a 125 barrel capacity, goes to the fleet of Capt. Anderson.

Also completed during the same week at the Klonaris plant was the *Augusta Ann*, owned by Paul Messick. Both boats were completed in 60 days.



## Maryland

### Spending \$25,000 In Transplanting Seed Oysters

By Edward Bowdoin

**A** FLEET of forty-six oyster dredges, during the last week in April, began dredging bivalves from seed bed areas in the upper bay and transplanting them on bars designated by the State Conservation Department.

Permits to participate in the transplanting, limited to dredges that had licenses for the 1938-39 season, which ended March 15, were issued on April 24, off North Point, by Capt. Amos Creighton of the Gov. McLane, flagship of the conservation patrol fleet.

Capt. Creighton directed the work of dredging oysters and transferring them to run boats for delivery to the bars which were being replanted.

Plans call for expending about \$25,000 in the operation. Oystermen receive five cents a bushel for catching the seed oysters and five cents a bushel for transporting and placing them on the rocks and bars.

Placing of approximately 1,000,000 bushels of shells on rocks and bars in the bay is well under way. They are being moved from oyster packing plants in Crisfield, Galesville, Solomon's, Rock Point, Broome's Island, Rock Hall, Chestertown, Grasonville, and Cambridge.

#### To Start Advertising Campaign

The State of Maryland will put on an advertising campaign in a short while. The state legislature, which adjourned on the last day of March, appropriated money for the seafood campaign.

#### Big Shipments of Fish Being Made

The commercial fishing companies of Ocean City, Md., reported on Thursday, April 27th, that over 517,000 pounds of hardhead had been shipped. To establish this record about seventy-five men, employed by the firms, worked from dawn until darkness for three days, bringing to port the catch made in fish pounds, located between two and three miles off the Maryland coast. The biggest day's haul was reported on the 24th, when 325,000 pounds were netted.

A fleet of mackerel trawlers, with bases in New Jersey and Virginia ports, have been bringing in about 10,000 pounds of mackerel daily.

The fishing companies in Ocean City are Davis & Lynch Fish Co., Elliott Bros., and C. C. Cropper Fish Co.

The mackerel fleet is now fishing off shore. However, catches have been very small due to the unsettled weather conditions. The flounder fishermen are expected to put in their appearance from other sections around May 10th. Blue fishing is also expected to start about this time. A limited supply of trout is also being taken in the pound nets.

#### Carson Opens Crab Picking Plant

The L. R. Carson, Inc., have opened a crab picking plant on Tangier Island, Va. This island is twelve miles from Crisfield, and the 2,000 inhabitants derive their livelihood entirely from the products of the water.

#### Expect Large Catches of Soft Crabs

The soft crab season opened in the Maryland waters of the Chesapeake Bay on May 1st. It is thought there will be large catches this season because of the warm Winter. Crabs come into the Crisfield market from the Western shore about two weeks before they begin to appear on the Eastern shore of Maryland. A good season for the packers is expected, for they have had numerous inquiries about the amounts they could supply.

#### Crab Packing Plant Opened

Frank Adams and son, Elvin, have reopened the big packing house at Callis Wharf, Matthews, owned by Nathan Hirsch of New York. The wharf has been repaired and crab picking began there early this month.

## New Jersey

### Passes New Law Regulating Menhaden Fishing

By Bethune Jones

**A** BILL which was introduced in the New Jersey State Senate on March 6 by Senator I. Grant Scott has been passed and signed by Gov. A. Harry Moore. This bill is designed to regulate the taking of menhaden in the waters of the Atlantic Ocean within the jurisdiction of New Jersey.

The bill has been amended so that no person shall use or employ a vessel of more than fifty tons net tonnage for taking menhaden with purse or shirred nets in the waters of the Atlantic Ocean within the jurisdiction of the State of New Jersey, north of the United States coast guard station located in the borough of Monmouth Beach, in the county of Monmouth or in the waters of the Atlantic Ocean between Cape May Point in the County of Cape May and Absecon Inlet in the County of Atlantic.

#### Oyster Planting Well Underway

Most of the oystermen in the vicinity of Tuckerton ended their harvesting of oysters on April 30 and are now concentrating their efforts on the Spring planting season which opened April 1st and closes May 30.

During this period oyster planters from nearby shore towns obtain oyster seed from the natural seed beds and plant their crop. The oystermen will again plant seed during the Fall season, October 1st to November 30th.

As a whole, the past season has been a fairly good one, with very favorable weather for oyster dredging during the Winter and Spring.

#### Land 303-Lb. Sturgeon

Four Delaware River shad fishermen netted a 303-pound sturgeon five miles up the river from Trenton, N. J., to establish a record catch which old-time fishermen said was unequalled in that part of the river since Civil War days. The fish, seven feet long, was taken by Joe and Pete Cook, brothers, and Ray Forest and Joe Nolan, who live along the river. They netted the big sturgeon just as they were preparing to call it a day without any luck at shad fishing, their regular profession.

The sturgeon was hauled in by the four only after a half-hour struggle, during which they said their net was torn to shreds. They sold the sturgeon for 18 cents a pound—totaling \$54.54. From tidewater to the spot where it was caught, the sturgeon had to go over falls and through shallow water, it was stated.

Joe Cook said a 150-pound sturgeon was caught at the same spot three years ago by other fishermen.

#### Conover Gaskin

Conover Gaskin, 77, pioneer pound net fisherman and builder of the first fish freezing and cold storage plant along the New Jersey coast, died April 19 in Monmouth Memorial Hospital, Long Branch, N. J. Mr. Gaskin operated two pound net fisheries several years from Long Branch, where he resided, and also operated fishing concerns at Spring Lake, N. J., and at Chincoteague Island, Va. He was a native of New Bedford.

#### Boat Yard Under New Management

The boat yard formerly operated at Strickland Brothers Boat Yard, Inc., Beach Haven, N. J., is now known as the Long Beach Boat Works. Considerable changes and improvements have been made in the facilities of the yard and the machine shop has been enlarged and modernly equipped.

The yard is capable of storing at least 120 boats of the type that ply adjacent waters; the equipment is rated to be adequate to handle safely and efficiently boats up to 40 feet in length.

A retail department has been added with a complete line of marine paints and hardware and other boat accessories. W. M. E. Hess, manager, states that they are distributors for both inboard and outboard motors.

## Maine

### Lobster Program

### Going Forward This Season

**A**S a result of a co-operative program adopted by the U. S. Bureau of Fisheries and the State of Maine, a program designed to increase the number of lobsters in Maine waters is being carried forward this season. Experiments are under way to improve the efficiency of hatchery practices by speeding up larval development and reducing mortality and comparisons of the effectiveness of natural and artificial propagation will be made.

The State of Maine has constructed a lobster-rearing plant adjacent to the Bureau of Fisheries hatchery at Boothbay Harbor and has assigned funds to the Bureau for employing a biologist for lobster investigations.

Last Summer it was demonstrated that by heating the tank water to 70° F., the time required for young lobsters to reach the fourth stage can be reduced to about two weeks, apparently without affecting their vitality or later mortality rate.

As a result of this shortened rearing period, the mortality is greatly reduced because of the reduced time the young are exposed to cannibalism. A second advantage is the fact that the capacity of the rearing stations increased to such an extent that nearly twice as many hatches of young can be handled in a given time.

Leslie A. Scattergood, who has charge of this work, will also survey the abundance and distribution of lobsters along the Maine coast, making plankton tows to show the distribution and concentration of spawning stock and the extent of natural spawning.

On the New England coast as a whole, in spite of many regulatory laws, and a great increase in the intensity of lobster fishing, the total catch has declined from about 30,000,000 pounds annually in 1885-90 to less than 11,000,000 pounds in 1935. Meanwhile, the number of lobster pots has increased from around 160,000 in 1888 to nearly 300,000 in 1935. This 11,000,000 catch was worth \$2,500,000 to the fishermen, its value exceeding that of cod. Maine produces about 70 percent of the total catch of lobsters.

#### To Build \$100,000 Wooden Trawler

The United States Maritime Commission has approved the plans and specifications for the construction by The Snow Shipyards of a wooden beam trawler which will cost somewhere in the neighborhood of \$100,000.

The local concern will not only build what will probably be rated as the finest fishing boat on the Maine coast, but will attend to every detail of the equipment so that when it comes to the delivery of the craft early in October the trawler will be ready to steam immediately for the fishing grounds.

The boat will have a gross tonnage of 160, and will measure 110 feet over all. The beam will be 23 feet and the craft will draw 10 feet of water.

The boat is being built for an interest which has requested



"Rosamond", built and owned by Capt. Everett Barlow of East Boothbay, Me. Powered by a 35 hp. Gray motor.

for reason, that momentarily the ownership remain undisclosed, and she will be in charge of one of the most successful of the younger men in the Eastern fish industry and one who has had charge of some of the largest of the Boston Fish Pier fleet.

The vessel is to be built under the most exacting specifications and of the highest grade construction for boats of this size and class with white oak framing and plank and locust treenail fastenings. It will be equipped with a 350 h.p. Cooper-Bessemer Diesel engine together with all necessary auxiliaries and a sustained speed of a little better than 11 knots is expected. A fuel-oil tank capacity of 6,000 gallons will give the boat a radius of 16 to 18 days.

Aft will be the captain's quarters in a deckhouse and below four staterooms for engineer and officers, while forward accommodations for 10 men are provided.

The hold will have capacity for 180,000 pounds of iced fish which will adequately take the average catch of a 12 day trip.

The deck arrangement with winches, hoists, bollards, etc., are to be of the most approved design for handling gear.

#### To Boost Lobster Sales at Fair

The Department of Sea and Shore Fisheries in co-operation with the Maine Development Commission is about to pep up its lobster trademarking and advertising campaign to boost the sale of the crustaceans to New York World's Fair visitors. Commissioner Greenleaf said that in the near future new shipments of trademark bands would go out to all participating dealers and that extensive advertising would be concentrated in the New York market.

Dealers will finance the campaign through a voluntary cent a band tax to be handled by the Development Commission. One of the distinctive blue, white and red trademarks with the words "genuine State of Maine lobster, finer flavor, firmer flesh" will go on each lobster.

An effort will be made to secure a premium price on all trademarked lobsters which will be the customers' guarantee that they are receiving the genuine product. Greenleaf said that a recent survey showed that lobster sales should reach an all time high during the Fair.

During the Fall and Winter a State financed campaign was operated and suspended for the past several months pending an increased supply, lower prices and dealer co-operation.

#### Tagged Flounders Released

The U. S. Bureau of Fisheries, conducting North Atlantic flounder investigations, has recently released 500 tagged specimens of flounders off the Maine coast. M. J. Lobell, from Washington, in charge of the work, reported that most of the fish were put overboard in the Boothbay Harbor region and that the Bureau would pay a dollar for every tag sent to its Washington offices.

The object of the work is to trace the age and rate of growth, migrations and the extent of the flounder fishery. In returning tags, fishermen are required to state when and where the fish was taken, its length and the kind of gear it was taken with.

#### Maine First State to Adopt Marine Flag

Maine Legislature recently passed a bill establishing an official marine flag, with Maine being the first State to have such an emblem. The new flag will be first flown from a two-masted schooner yacht launched recently at the Gowdy and Stevens shipyard, East Boothbay, for Chas. Van Sicklen of Northport, Mich.

Designed by Marshall S. Campbell of Waterville, the flag has a green pine tree, with blue anchors and lettering on white background.

#### New Dragger Progressing

Work is progressing at the Morse Yard on Capt. Murley's new dragger, which will be a duplicate of the *Chas. S. Ashley* and will be completed in September. She will be powered with a 180 hp. Cooper-Bessemer and will be 92 ft. long.

#### Keel Laid for New Dragger

On April 21 the keel for a second dragger for Dallett & Son, New York, was laid at the Morse Yard, which will be a duplicate of the 95 ft. dragger launched for the Company last year. There will probably be a 230 hp. Cooper-Bessemer engine for power, instead of a 180, as was used in the first boat.

### Searching for Cheap Baby Lobster Food

Search for a cheap food to feed baby lobsters is the first big job assigned to Leslie Scattergood, marine biologist recently engaged by the Department of Sea & Shore Fisheries. One of the most expensive items in lobster rearing is feed and it is believed that the usual diet of liver runs into considerable money. Scattergood will make exhaustive tests hoping to find a cheaper substitute. He is now outfitting his laboratory in the new rearing station at Boothbay Harbor.

### Maine Fisheries at World's Fair

Chief Warden William H. Thurston of McKinley has been selected by Commissioner Greenleaf to represent the Department of Sea and Shore Fisheries at the New York World's Fair. Thurston will be at the Maine exhibit to assist Manager Charles Titus in handling all inquiries about the commercial and salt water sport fisheries. He will be assisted by various wardens who will be sent to the Fair from time to time, with Warden Walter Drinkwater of Spruce Head the first to go.

### Recent Buda Installations

The sardine carrier *Fish Hawk*, owned by William Underwood Co., has been reconditioned at the Snow Shipyards, Inc., Rockland, and equipped with a new Model 6DTM909C 152 hp. Buda Diesel, sold through Rapp-Huckins Co., Boston.

The 50 ft. dragger *Elsie*, owned by A. S. Ardrey, Portland, and skippered by Capt. John Westworth of Vinalhaven, was recently equipped with an LDMR Buda Diesel. The boat was also furnished with complete Hyde steering equipment, including propeller, stuffing box, stern bearing and shaft, and a new Shipmate range.

The gill netter *Richard J.* of Portland has been powered with a new 135 hp. Buda Diesel Model 6LDMR 691. The boat is owned by Jensen-Johnson.

The *Imelda*, a 91 ft. motor sailer, was launched from the Hodgdon Bros. Boat Yard at East Boothbay on April 20. The craft has a beam of 21 ft. 6 inches and a draft of 9 ft., and is to be powered with two 200 hp. 6LDM1742C Buda Diesels, which will give her a cruising speed of 10 knots. She was designed by Wm. S. Hand of New Bedford, Mass.

### Completes Lobster Boat

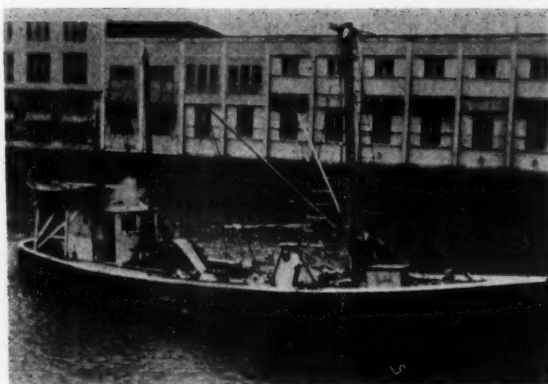
Nathan A. Lowell, builder of Winter Harbor boats at Biddeford Pool, Maine, has recently completed a lobster boat for Kenneth Young of Biddeford Pool. She is 26 x 7.5 x 2.5 and is powered with a Chrysler motor.

### Frank S. Willard

Frank S. Willard, age 71, died April 21 at Portland. He was formerly President of Willard-Daggett Co., wholesale fish dealers, Central Wharf Cold Storage Co. and Willard Packing Co., sardine packers. He retired from business four years ago.



Shrimp boat "Doris Oliver", owned by J. T. Lopes, Mayport, Fla. She is powered with a Caterpillar Diesel D4600 engine, operating 10 hours a day on 3 gals. 8c fuel per hour. Engine drives propeller, haulout winch, deck and bilge pump, generator, etc., through Twin Disc clutch. The Lopes fleet is 100% Caterpillar powered.



The "Virginia and Joan", owned by M. L. Hayden of Cambridge, Mass., and skippered by Capt. Mike Bendiksen of New Bedford. She has recently been converted into a scallop dragger; the pilot house was moved aft and the jigger-mast was moved forward. She is equipped with a 100 hp. Wolverine Diesel engine, Exide batteries, Fairbanks-Morse generator and deck engine, Kinney clutch, Hathaway winch, gallowes frames and deck gear, and Kelvin-White compass.

## New Concern At New Bedford Starts Operations

By M. E. Harney

THE new Seaview Fish Co., Inc., held open house recently and invitations were sent out to fishermen, the mayor, city officials and merchants to visit the plant. This concern is one of the largest independent fish dealers on the Atlantic seaboard. The company's first official customer was the dragger *Julia Eleanor* with 80,000 pounds of fish. Officers of the concern are Walter R. Smith, President, and William E. Curran, Sales Manager. Both of these men have had a great deal of experience in the fish business.

Before this concern had really started business they took seven scallop trips amounting to 9,000 gallons or 81,000 pounds and before night, with the help of the Acushnet Fish Co. and Joseph Goulart & Co., had the entire lot all iced.

### Prices Drop

The price of fish took quite a slump the week of April 25 and some boats had to ship their catches, others turned about and landed their trips at Boston. The new Seaview Fish Co., Inc., bought seven sea scallop trips on the 25th and the price paid was \$1.00 a gallon, which was considered a very good price, considering the drop in other prices.

### "Mary and Julia" Overhauled

The *Mary and Julia* is having new cylinders and pistons installed and a general painting and overhauling inside and outside. She is equipped with a 250 hp. Fairbanks-Morse engine.

### Have New Radio Telephones

The *Friars* and the *Friendship* of the scallop fleet are now equipped with Marine Telephones, the first of the New Bedford fleet to be thus equipped.

### Vessels Painted

The *3 & 1 & 1* and the *B & E* of the Cahoon-Salvadore fleet have been at Kelley's, being painted.

### Enter Lobster Business

Roy LeBlanc and Del Croteau of the dragger fleet have gone into a new business. Both these men are veteran lobster fishermen and have had a 41 ft. lobster boat built by John LeBlanc of Weymouth, Nova Scotia. The boat is 12 ft. wide and draws 3 ft. of water. These two men have been working very hard lately and with warmer weather ahead hope to get a good start.

### New Boat Ready for Service

The *Christine J.*, Capt. Rasmus Jacobsen of New Bedford, will be ready for service the middle of May. She is powered with a 120 h.p. Cooper-Bessemer Diesel.





Unloading redfish from the dragger "Angie and Vence", the first direct arrival at the new Gloucester Fish Pier, on April 20. Left to right: Harold B. Webster, city's contact man for pier; William Kincade and Charles B. Coombs, buyers of trip; Capt. Matt Mocer, skipper; Frank Ritcey, Cosimo Parco and Carlo Mocer, skipper's son.

## Gloucester Seafood Workers To Fight Trade Treaty

A RESOLUTION drawn up by the Gloucester Seafood Workers' Union is now being circulated throughout the labor ranks of the American Federation of Labor in the United States, with a view toward exerting sufficient pressure in Congress to seek abrogation of the trade pack affecting the fishing industry.

The Union maintains that millions of dollars' worth of business is provided through the North Atlantic fishing industry and that it should not be penalized through a trade treaty with Canada, as had already been done.

The movement was inaugurated by Walter W. Cenerazzo, business agent for the local union, and drawn up by him in conjunction with Edward H. Cooley of the Massachusetts Fisheries Association, James O'Malley of the International Longshoremen's Association; Leo Lenane, business agent of the Boston Seafood Workers' Union and representatives of the U. S. Bureau of Fisheries.

The resolution drawn up quotes President Roosevelt as stating in 1932 that "It is unreasonable and unsound in principle to bring into the American market through reciprocal trade agreements, that which we have or that which we are prepared and ready and anxious to supply."

They answer that the fishing industry has shown in the past seven years that they can more than meet demand for fillets, and yet the reciprocal trade agreement allows Canada to flood the local markets because of reduced duties. This act they claim to be a contradiction of the administration's expressed policy, and disastrous to the local industry.

During the past seven years the domestic fishing industry increased the market for the fillet of North Atlantic fish by 225,000%; in other words, in 1931 the market demanded 30,000 pounds of these fish and in 1938 the industry supplied the demand for 68,000,000 pounds. This, the Union men claim, is a complete demonstration that the domestic industry can care for any demand that may arise in the domestic market, and should be, they believe, an incentive to protect this market, and which demonstrates their right to ask for increased duties on fisheries products.

### Two Gloucester Schooners Sold

Two auxiliary schooners, owned by Gorton-Pew Fisheries Corp., have been sold to Newfoundland parties to be used as carriers.

The *Rhodora* was bought by the Southern Fisheries, Ltd., of St. John's and was to leave for her new home port on April

15 with a Newfoundland crew skippered by Capt. Harry Hynes.

The *Catherine Burke* was bought by Emanuel Pike, Ltd., of Channell, Newfoundland, where she has been quartered all Winter.

Both these vessels were built at Essex, the *Rhodora* in 1910 and the *Catherine Burke* in 1904.

This leaves Gorton-Pew Fisheries with a fleet of 10 fishing schooners.

### Filleting Plant Opened on Pier

The new filleting plant within the Gloucester Ice & Cold Storage Co. freezer at the new Fish Pier opened on April 18, with William Kincade in charge.

Mr. Kincade has been for several years at the Boston Fish Pier.

The plant had its first direct fish arrival on April 18 when the dragger *Angie and Vence*, Capt. Matt Mocer, landed 45,000 lbs. of redfish to be filleted.

### Looks for Good Season

John D. Barrett, President of Sherman B. Ruth, Inc., is looking forward to a good season and is already quite busy now that the boats are getting back from the South.

### New Outfitting Store Opened

"Jim" Goodwin announces the opening of a new outfitting store, with a full line of fishing supplies. Mr. Goodwin was formerly with Sherman B. Ruth, Inc., and is now located at the corner of Wharf & Pearce St., opposite the Independent Machine Co. He is agent for the Submarine Signal Co., makers of the Fathometer.

### Plenty of Clams

E. C. Callahan, who has been fishing for 25 years around South Essex, says that clams are real plentiful and he reports that he has been doing very well at his retail fish market, supplying his own clams and lobsters.

### Two Gill Netters Crash

Ploughing through a dense fog off Brace's Cove the 77 ft. auxiliary gill netter *Mary A.*, Capt. Edward J. Weideman, rammed the 58 ft. gill netter *Agnes and Myrnie*, Capt. Axel C. Weideman, son of Capt. Edward, amidships on the starboard side, opening a gaping six-foot wide hole from the waterline to the rail.

Five fishermen in the crew of the *Agnes and Myrnie* had a narrow escape from drowning as the skipper ordered full speed ahead toward shore. They sped for a mile and a half toward the mudhole on the inside of the Eastern Point breakwater, beaching the vessel there, just in time to save the craft from going to the bottom.

The crew was then taken ashore by the Coast Guard and the *Agnes and Myrnie* was to be towed into the inner harbor on the high tide, to be repaired.

### Schooners Sink After Collision

Two fishing schooners, the Boston auxiliary 96 ft. dory haddock *Isabel Parker*, Capt. George Goodwin, and the Gloucester 107 ft. dory haddock *Edith C. Rose*, Capt. Albert Hines, crashed in a dense fog near Brown's Bank 115 miles East by South half South of Boston Light on May 10.

One member of the crew, Frank Nickerson, 60 years old, died of heart failure when the collision occurred. All others took to the dories, the first two dories with nine men being picked up by a lobster smack. Others were picked up by fishing-craft at Yarmouth, while three men managed to row near Jonesport, Maine.

The two crews, with the exception of the three men who were at Jonesport, landed in Boston on the 13th aboard the cutter *Cayuga*. Each of these men received \$25 upon arrival at the Fish Pier, a gift of the dealers of the Pier, who took up a collection, realizing that in most instances the fishermen had lost all their clothing and belongings.

Both boats were built in the Story Yard in Essex, the *Edith C. Rose* in 1920 and the *Isabel Parker* in 1925.

### "Santa Maria" Opens Mackerel Season

The 1939 mackerel season was christened on April 16 when the Gloucester seiner *Santa Maria*, Capt. Peter Mercurio, arrived at Cape May, N. J., with 4200 pounds. The trip was 18 days later than the first trip of the official 1938 season.

Capt. Mercurio shipped 1500 pounds of the trip to Boston, where the price was 19 cents a pound.

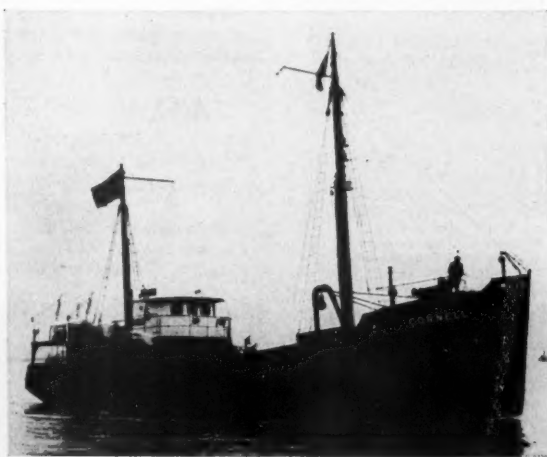
Bad weather has harassed the seining fleet of some 20 craft and even when Capt. Mercurio was lucky enough to get as many as he did, the fishing was reported as unfavorable, with a Northeast wind blowing hard.

Three mackerel seiners landed mackerel at Fulton Market on April 21st, asking 10 cents a pound. The fish were "spikes" and weighed three to a pound and were caught South of New York.

The trio included the *Naomi Bruce III*, Capt. Oliver Tysver, with 12,000 pounds; the Pacific Coast tuna seiner *Western Explorer*, Capt. Bernard Nelson, with 12,000 pounds; and the *Eleanor*, Capt. Frank Foote, with 17,000 pounds.

On April 27 the seiner *Eleanor*, Capt. Frank Foote, took first place in the mackerel landings for the season thus far when she landed a banner trip of 70,000 pounds of large fish at Fulton market.

Other seiners landing on that day were the *Three Sisters*, Capt. Lemuel Firth; *Elizabeth and James*, Capt. Oliver Tysver; and the *Sebastiana C.*, Capt. Charles Nelson.



The "Cornell", now named the "Breaker", one of the General Seafoods trawlers, built at the Fore River plant of Bethlehem Shipbuilding Corp. Equipped with a 375 hp. Cooper-Bessemer reversible 8-cylinder engine, Bethlehem electric winch, Diehl generator, and Willard batteries.

## Provincetown Draggers Enjoy Best Season in Years

By J. C. Johnson

**A**FTER several weeks of flounder-fishing out of Hyannis, the Provincetown dragger fleet is making plans to return to home waters about the middle of May. The Hyannis fishing has been the best in several years, with an average of 10 to 15 boxes (125 pounds) to a boat daily. The biggest haul for a day was 700 boxes. The 30-odd draggers comprising the Provincetown fleet will resume fishing in Cape Cod Bay after their return to Provincetown. From May 1 to Oct. 31 they will be restricted, by a State law, from operating within three miles of shore. Lately the flounder boats have been getting mostly blackbacks; prices have been fair.

### Good Trap Fishing

By the middle of May crews will be drawing all of the 60 traps in waters surrounding Provincetown. Trapfishing started in early May. On the 9th, Capt. George Briar's boat came in with 85 barrels of sardines and Capt. Frank Raymond's boat, 60 barrels. Large herring have not showed up in quantities. Freezers are taking most of the herring to stock Boston and Gloucester vessels. Some of the small herring are being shipped fresh, prices ranging from \$1 to \$1.50. Capt. Frank Simmons' trap-crew drew 25,000 pounds of pollock on May 9th. These were filleted by the Atlantic Coast Fisheries Company.

### Atlas Installations

The dragger *Frances and Marion*, owned by Frank Henrique, is being equipped with a new 60 h.p. Atlas engine by P. F. Remington of New Bedford. Her skipper is Capt. Clarence Santos. Tony Russell has purchased the 60-foot shrimp fisherman, *Queen Mary*, in St. Augustine, Fla., and at this writing is bound to Provincetown on her. She is a new boat, equipped with 60 h.p. Atlas engine. Russell will outfit her for flounder-fishing out of Provincetown. Other boats equipped with Atlas power are *Dorothy*, *Victory*, *Annabelle R.*, *Wallace and Roy*, *Jessie Dutra*.

### Netters and Lobstermen

Netters are preparing for the opening of the mackerel season late in May, and Frank Cabral, top lobster-fisherman of Provincetown, is getting 100 pots ready to put down in early June.

### Try Halibuting

Capt. Frank Lewis, in a 35-foot power dory, and the *Perry Brothers*, Capt. Joe Perry, have started a new line of fishing. They go out daily for halibut, and have been doing very well, both as to catches and prices. Each craft has gotten as high as 800 pounds for a day's fishing. Some of the halibut they have landed weighed up to 150 pounds.

### One-Man Fishing Boat

The novelty of the month's fishing news is the one-man fishing boat operated by Capt. Howard Anderson. Capt. Anderson, in his dragger "Elva," has been doing well, operating single-handed in the bay. On May 6, he landed 15 boxes (140) of gray sole and dabs. But, he cracked his mast in two in the course of the day's fishing.

### To Go as Cook on MacMillan Expedition

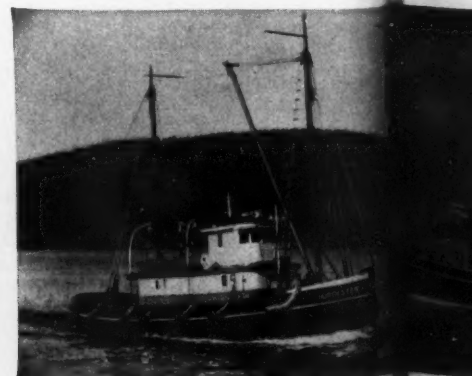
Bert Bangs, an old-timer of the fleet, who formerly operated the dragger "Pearl", and likewise a very popular personage in these parts, has signed up with Commander Donald B. MacMillan to serve as cook on the arctic schooner *Bowdoin*, when MacMillan voyages on his annual trip to the Far North this Summer.

### Big Shipment of Alewives

Bill Sklaroff of Cape Cod Fisheries Company has taken 1,000 barrels of alewife herring and salted and pickled them. They have been shipped to his company's distributing center at Philadelphia. The fish came from the Wareham and Middleboro brooks.

A black and white photograph of a small boat, possibly a fishing vessel or a small cargo boat, sailing on the water. The boat has a white cabin with a dark roof and a dark hull. A mast is visible on the boat, and the background shows a hazy, distant shoreline. The image is grainy and has a vintage feel.

Gloucester — Providence — Philadelphia — More — Ch  
Tarpon Springs — New Orleans — Fort — Houston  
Seattle — Portland — Vancouver — Etchikan —

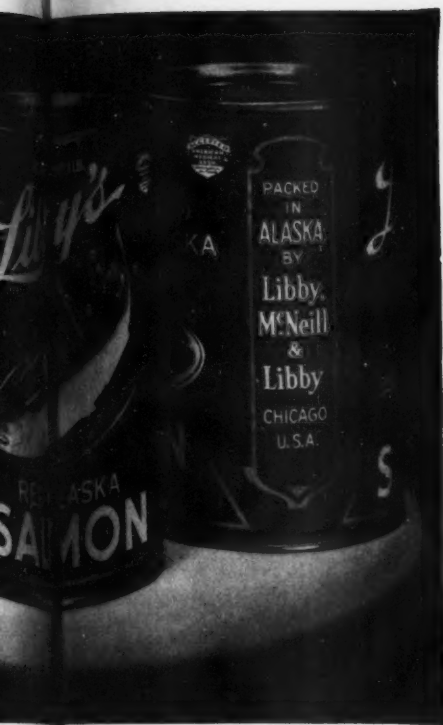


"North Star", 85x18.5x8.2, 78 gross tons, a tug powered by 3 cyl., 12"x16", 150 HP Atlas Diesels turning 60x50 propeller at 275 RPM. Speed 10 knots. Crew of 6, Capt. A. J. Johnson.

Comet", 61  
owered by  
ning a 46  
ots. Crew



# of 22 Atlas Diesel Powered Boats



the largest in the Alaska Salmon Fishery, operate fifteen boats in the Bering Sea. To supply these canneries during the season, they maintain a large fleet of Diesel

power in Union, Washington, and starts north two of the season with fuel and supplies. Preceding the traps, pile and scows. When the salmon arrive they bring in the traps, seine boats and gill netters to

re Diesel. Atlas Diesels power twenty-two boats a total horsepower. Atlas Diesels power over twice as much another tribute to Atlas Dependability and of Atlas even under short seasonal operations.

## ATLAS DIESEL ENGINE COMPANY

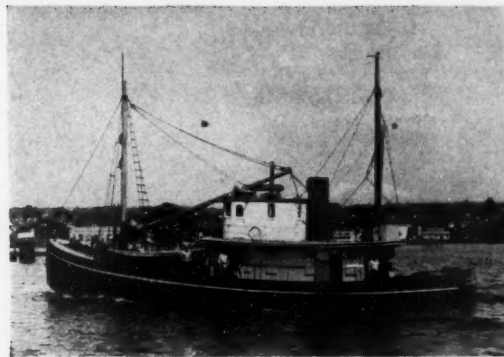
CENTRAL DIVISION  
228 North Street,  
Chicago

WESTERN DIVISION  
1000 Nineteenth Avenue,  
Oakland, California

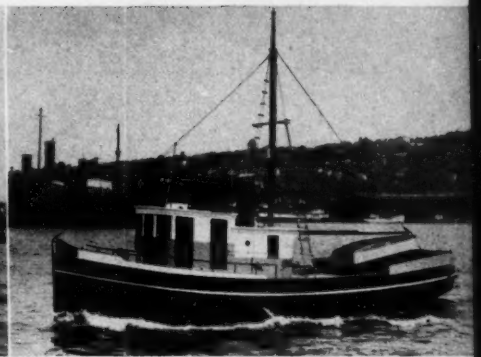
Philadelphia — More — Charleston — Miami — Jacksonville  
— Fort — Houston — El Paso — Terminal Island  
Vancouver — Honolulu — Manila



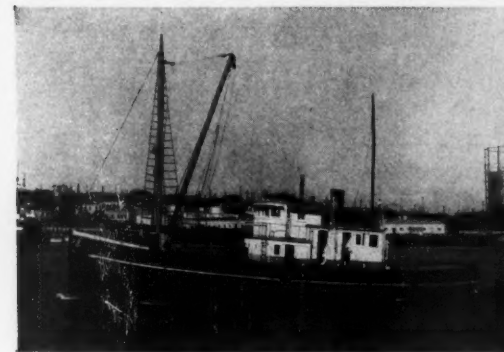
"Comet", 61x15.4x6.8, 42 gross tons, a tender powered by 3 cyl., 9"x12", 75 HP Atlas Diesel, turning a 46x39 propeller at 325 RPM. Speed, 7.5 knots. Crew of 5, under Capt. Ted Smith.



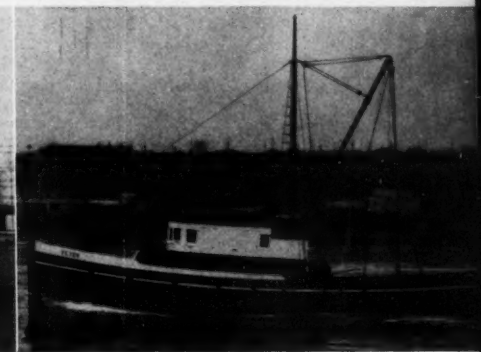
"Charlotte B", 83x18x7.8, 71 gross tons, is a tender powered by a 4 cylinder 10"x13", 135 HP Atlas Diesel driving a 56x40 propeller at 325 RPM, which gives the boat a speed of 8 knots. She carries 5 men under Capt. Arthur Johansen.



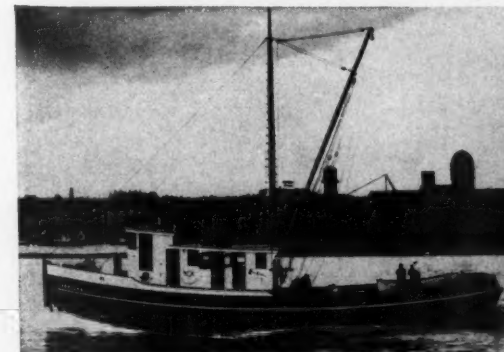
"Libby No. 4", 55.5x14.5x6.5, 36 gross tons, is a purse seiner powered by a 4 cylinder, 6 1/2"x8 1/2", 60 HP Atlas Diesel which swings a 36x23 propeller at 600 RPM. Speed, 8 knots. She carries 7 men under Capt. Carl Carlson.



"Bonito", 86x21.6x7.8, 96 gross tons, is a tender powered by a 3 cylinder, 12"x16", 150 HP Atlas Diesel, which turns a 64x40 propeller at 275 RPM, giving the boat a speed of 7 knots. She carries 6 men, skippered by Capt. Sig Gunderson.



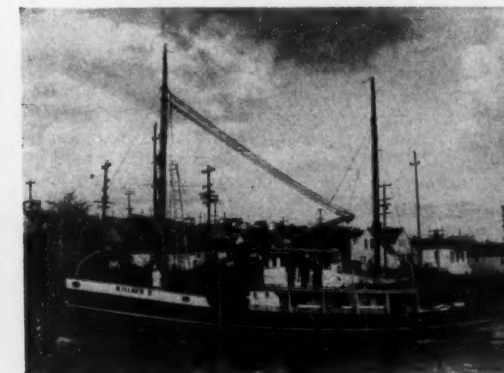
"Flyer", 63x15.2x6.8, 42 gross tons, is a tender powered by a 3 cylinder, 9"x12", 75 HP Atlas Diesel, which turns a 46x41 propeller at 325 RPM, giving the boat a speed of 8 knots. Crew of 4 under Capt. Martin Gunderson.



"Neptune", 76x19.2x9.7, 58 gross tons, is a combination tug and purse seiner, powered by a 3 cyl., 11 1/2"x15", 150 HP Atlas Diesel, swinging a 59x44 propeller at 275 RPM. Speed, 8 knots. Crew of 6 under Capt. Fred Herring.



"Moir", 65x15.2x6.8, 39 gross tons, is a tender powered by a 3 cylinder, 8 1/2"x12", 65 HP Atlas Diesel, which turns a 46x38 propeller at 325 RPM, giving the boat a speed of 8 knots. "Moir" carries 4 men under Capt. R. Olssen.



"Willard B", 82x17.8x7.3, 64 gross tons, is a tender powered by a 3 cylinder, 11 1/2"x15", 150 HP Atlas Diesel, which turns a 56x45 propeller at 275 RPM, giving the boat a speed of 8 knots. She carries 6 men under Capt. E. Kersch.



"Itallo", 69.5x16.6x5.9, 53 gross tons, is a tender powered by a 3 cylinder, 10"x13", 100 HP Atlas Diesel, which turns a 51x43 propeller at 325 RPM, giving the boat a speed of 8 knots. "Itallo" carries 6 men, skippered by Capt. Nels El

## Boston

### Issues First

### Fishery Market Summary

**D**URING the latter part of March the first monthly summary was released by the Bureau's Boston Market News office. The summary lists the actual poundage of fishery products landed at the Boston Fish Pier and sold through the New England Fish Exchange. During January a total of 388 fares landed 17,513,000 pounds of inshore and offshore fish at the Pier.

One feature of the new summary, which promises to be of exceptional value to the Boston fishing industry and others interested in the landings of fish and shellfish at Boston, is the complete resume of daily prices for 16 varieties. Exchange prices for the first sales as well as the average price of all sales are tabulated.

#### Trawler "Plymouth" Grounds

Loosing her bearings in the fog around Boston harbor on May 9 the 160-ton beam trawler *Plymouth* ran aground on Lovell's Island at the outer entrance to the harbor and had to be pulled off by the Coast Guardsmen.

The *Plymouth* carried a crew of 15 men under Capt. Boran of Cambridge. After being stranded for several hours the vessel was pulled off with the rising tide.

### Boston Fish Pier Landings for April

(Hailing fares. Figure after name indicates number of trips)

|                                    |         |                              |         |
|------------------------------------|---------|------------------------------|---------|
| <i>Adventure</i> (3)               | 329,000 | <i>Killarney</i> (2)         | 130,000 |
| <i>Adventure II</i> (2)            | 199,000 | <i>Kingsfisher</i> (1)       | 152,000 |
| <i>Andrew &amp; Rosalie</i> (2)    | 53,000  | <i>Kittiwake</i> (1)         | 192,000 |
| <i>Arlington</i> (3)               | 696,000 | <i>Lark</i> (5)              | 833,500 |
| <i>Atlantic</i> (3)                | 277,000 | <i>Maine</i> (2)             | 327,000 |
| <i>Bettina</i> (3)                 | 213,000 | <i>Marjorie Parker</i> (2)   | 56,000  |
| <i>Billow</i> (2)                  | 286,000 | <i>Mary E. O'Hara</i> (1)    | 51,000  |
| <i>Bittern</i> (4)                 | 700,000 | <i>Mary Anne</i> (1)         | 50,500  |
| <i>Boston</i> (2)                  | 306,000 | <i>Neptune</i> (3)           | 432,000 |
| <i>Breaker</i> (2)                 | 347,500 | <i>Newton</i> (3)            | 439,000 |
| <i>Breeze</i> (2)                  | 303,000 | <i>Ocean</i> (2)             | 545,000 |
| <i>Brookline</i> (3)               | 581,000 | <i>Olympia</i> (2)           | 47,300  |
| <i>Cambridge</i> (3)               | 450,000 | <i>P. J. O'Hara</i> (2)      | 211,000 |
| <i>Catherine Graffeo</i> (1)       | 52,000  | <i>Plymouth</i> (4)          | 483,000 |
| <i>Comber</i> (2)                  | 257,000 | <i>Quincy</i> (2)            | 209,000 |
| <i>Cormorant</i> (2)               | 381,000 | <i>Raymonde</i> (1)          | 55,000  |
| <i>Crest</i> (2)                   | 512,000 | <i>Ripple</i> (2)            | 257,500 |
| <i>Dawn</i> (2)                    | 70,000  | <i>Rita B.</i> (2)           | 126,000 |
| <i>Delaware</i> (3)                | 791,000 | <i>Saint Joseph</i> (3)      | 123,700 |
| <i>Dorchester</i> (4)              | 351,500 | <i>Saturn</i> (2)            | 274,000 |
| <i>Ebb</i> (3)                     | 317,500 | <i>Sea</i> (3)               | 398,000 |
| <i>Edith C. Rose</i> (2)           | 161,000 | <i>Shamrock</i> (2)          | 167,000 |
| <i>Edith L. Boudreau</i> (4)       | 213,000 | <i>Shawmut</i> (2)           | 416,000 |
| <i>Elk</i> (2)                     | 106,500 | <i>Spray</i> (2)             | 267,000 |
| <i>Evelyn G. Sears</i> (3)         | 151,000 | <i>Squall</i> (2)            | 527,000 |
| <i>Fabia</i> (3)                   | 472,500 | <i>Stanley B. Butler</i> (1) | 79,000  |
| <i>Flow</i> (2)                    | 400,000 | <i>Storm</i> (2)             | 444,000 |
| <i>Foam</i> (2)                    | 284,000 | <i>Surf</i> (2)              | 598,000 |
| <i>Fordham</i> (2)                 | 227,000 | <i>Swell</i> (3)             | 836,000 |
| <i>Frances C. Denehy</i> (2)       | 119,000 | <i>Teal</i> (1)              | 220,000 |
| <i>Gale</i> (2)                    | 520,000 | <i>Thomas Whalen</i> (2)     | 246,000 |
| <i>Georgetown</i> (4)              | 502,000 | <i>Tide</i> (3)              | 675,000 |
| <i>Geraldine &amp; Phyllis</i> (3) | 190,000 | <i>Trimount</i> (3)          | 353,000 |
| <i>Gertrude L. Thebaud</i> (1)     | 59,000  | <i>Triton</i> (3)            | 514,000 |
| <i>Gertrude Parker</i> (3)         | 199,500 | <i>Venture II</i> (2)        | 121,000 |
| <i>Gosoon</i> (3)                  | 174,000 | <i>Villanova</i> (1)         | 169,000 |
| <i>Gov. Al Smith</i> (1)           | 61,000  | <i>Wamsutta</i> (1)          | 48,000  |
| <i>Hekla</i> (1)                   | 100,000 | <i>Wave</i> (3)              | 748,000 |
| <i>Helen M.</i> (2)                | 68,000  | <i>Whitecap</i> (2)          | 304,000 |
| <i>Heron</i> (1)                   | 155,000 | <i>Wm. J. O'Brien</i> (3)    | 402,000 |
| <i>Illinois</i> (3)                | 633,000 | <i>Wm. L. Putnam</i> (2)     | 181,000 |
| <i>Imperator</i> (2)               | 138,000 | <i>Winchester</i> (2)        | 380,000 |
| <i>Isabelle Parker</i> (3)         | 201,000 | <i>Winthrop</i> (3)          | 313,000 |
| <i>Jeanne d'Arc</i> (1)            | 105,000 | <i>Yankee</i> (2)            | 146,500 |

## Wisconsin

### Fishermen Report

### Heavy Catches of Smelt

**H**EAVY smelt catches were reported by commercial fishermen at Marinette, Oconto and Green Bay, Wis., during the first weeks in April. At Oconto it was estimated that approximately a half million pounds of fish were taken during the first 10 days of the run.

The heavy catches glutted the market and the best the fishermen could get for their catches was from 1/2 to 3/4 cents a pound, at Oconto, while at Green Bay the price dropped as low as 1/4 of a cent a pound. The season ended April 25.

#### First Fathometer Installed on Great Lakes Fishing Craft

The first installation of a Fathometer on a fishing boat on the Great Lakes was made on the tug *Delos H. Smith*, owned by the Grasser Fish Company, of Grand Marais, Michigan, in April. The Fathometer installed was a No. 710, and will give accurate soundings from five to fifty fathoms of water. The installation was made at the Peterson Boat Works, at Sturgeon Bay, Wisconsin. Immediately after the Fathometer was installed and tested, the boat left for her fishing port at Manistique, Michigan, which is the Winter fishing port. In the Summer the *Delos H. Smith* will operate out of her home port of Grand Marais, Michigan.

It is probable that with the successful operation of the Fathometer on the first fishing boat to be thus equipped on Lake Michigan, other fishing craft on the Great Lakes will be similarly equipped.

#### To Support Uniform Fishing Regulations

Commercial fishermen, meeting March 28 in Sheboygan, voted to support a proposal to establish uniform fishing regulations in States bordering on Lake Michigan. Committees from eleven counties in Wisconsin were in attendance at the meeting along with State representatives from Michigan and Illinois.

Among the questions rejected at the meeting was the proposed abolishment of the use of fyke or drop nets in Green Bay and Lake Michigan.

#### To Build New Dock for Fishermen

The Marinette common council on April 18 empowered the WPA projects committee to purchase the small island immediately south of the present municipal fishermen's dock east of the Menekaunee drawbridge with the view of building a dock upon it for commercial fishermen. Currently the harbor is without adequate docking facilities for fishermen.

#### Chicago Good Market for Frozen Fish

Approximately 45 per cent of all sea food received at the Chicago Wholesale Fish Market during March was frozen, according to figures compiled by the Market News Service of the Bureau of Fisheries. These frozen seafoods which consisted of 20 different varieties, amounted to 1,912,000 pounds. In poundage the principal frozen species arriving were sauger, halibut, whitefish, and rosefish fillets. In addition to the frozen species, 50 other varieties of fresh seafoods were received, the total Chicago March fishery receipts being 4,232,000 pounds. The March receipts were the largest month's receipts for the Chicago market since the inauguration of the Bureau's Market News office in that city on Sept. 1, 1938.

Of the total receipts 2,182,000 pounds were imports from 7 Canadian Provinces. The Province which supplied the market with the largest amount of fish was Manitoba, which exported to Chicago 1,371,000 pounds of fishery products, more than a million pounds of which were fresh and frozen sauger.

Sixty per cent of these fishery products were transported to Chicago via rail freight; 25 per cent by motor truck; and 15 per cent by express.

**ANOTHER SKIPPER  
CONVINCED THAT  
ESSOMARINE IS  
BEST!**



*Capt. Lopes' 40-ft. shrimp trawler "O'BOY" operates out of Fernandina, Fla., and its 40 h. p. Lathrop engine performs sturdily throughout the entire year.*



Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (in Canada). Direct inquiries to Essomarine, 26 Broadway, New York City.



FOR a quarter of a century Capt. Ed. Lopes has trawled for shrimp in Florida and Georgia waters. He well realizes the strain that *everyday* fishing puts on a boat...and the need for lubricants that protect the engine, and extend its life. After trying all kinds of lubricants, Capt. Lopes tells us he is convinced that *Essomarine is the best for his boat*. Like many other Skippers, he has found that Essomarine assures more reliable performance.

Sign on Essomarine for good! Note how smoothly engines run—how running expenses and repair bills drop! Join the fleet of successful skippers who know from experience that when they use products of the world's leading oil organization *consistently*, fishing spells P-R-O-F-I-T for them!



## Long Island To Have Survey of Fish Resources

**A**CTING upon a suggestion made by Alfred Tucker of West Sayville, the County Board of Supervisors on April 24 appropriated the sum of \$4,500 to finance a survey of fish resources in Suffolk County.

The survey, which is to be made during a period from May 15 to June 30th, 1940 will be headed by William C. Neville, in charge of shore fisheries study in the Bureau of Fisheries. Milton J. LoBell, also a Bureau official, will have charge of the investigation of flounders. In addition to the study of flounders, the survey will investigate weakfish and a certain amount of striped bass. The survey will be conducted in conjunction with commercial fishermen on Long Island in an attempt to perfect methods of saving small fish. It is expected that the survey will experiment with various types of gear.

### First Weakfish Catch

The season's first catch of weakfish arrived about the middle of April. A catch of about 250 pounds was brought in by the fishing boat *E. S. Dickerson*, Capt. William DeGraff, of Sayville. Aided by a crew of three, Capt. DeGraff brought in 181 boxes of fish, which included sea bass, fluke, mackerel, porgies, butterfish and squid, caught 200 miles South of Fire Island Bar.

### Pollock to Run Soon

In a few weeks, unless they are off schedule, the pollock will be running good off Montauk. The fish were on the surface when this report was written and seem to be unusually hungry. They come within a mile of the Montauk Light during the change of tide. The fish range from 15 to 25 pounds. The skippers have plenty of boats ready for the promising demand.

### Striped Bass Season Promising

The catch of striped bass around the latter part of April by the hook and line fishermen was fair. Skippers believe that the catch of these fish for the season is very promising.

### Towns to Plant Oysters and Clams

The towns of Brookhaven and Islip are carrying on oyster and clam planting projects this year. Brookhaven is to plant some 1600 bushels of oysters and some clams, while Islip is to spend \$2,000 for the planting of hard clams. This is double the amount provided last year.

### Spawning and Setting of Oysters in Long Island Sound

During the forthcoming Summer Victor L. Loosanoff, Director, U. S. Fisheries Laboratory, Milford, Conn., will again carry on systematic observations on spawning and setting of oysters in Long Island Sound. By means of regularly issued bulletins the members of the oyster industry will be informed of important phenomena occurring in the water of the oyster producing sections of the Sound.

As usual, this work will be carried on in co-operation with the State of Connecticut Commission of Shellfisheries.

## Bureau of Fisheries to Dept. of Interior

**O**N May 9 the President sent to Congress his Reorganization Plan No. II, which includes the following proposed interdepartmental changes: the Bureau of Fisheries from Commerce and the Bureau of Biological Survey from Agriculture, both to Department of Interior under Mr. Ickes. "These two bureaus," states the President's message, "have to do with conservation and utilization of the wildlife resources of the country, terrestrial and aquatic. Therefore they should be grouped under the same departmental administration and in that Department which, more than any other, is directly responsible for the administration and conservation of the public domain."

Under the law providing for reorganization, any reorganization plan by joint action of both houses of Congress within 60 days can be defeated. However, on May 12 the Senate approved of the plan without debate, thus the order will become effective on July 9.

## New York Fishery Council Campaign Increases Demand

**F.** W. WILKISSON, President of the New York Fishery Council, states that the object of the Council's advertising is to create a demand for fish daily, thereby bringing about cheaper prices to the consumer. Increasing the consumer demand will raise the price level and help the fishermen.

The members of the Council, according to their own discretion, contribute weekly payments of from \$2 to \$18, the average pledge being \$6.

That the Fishery Council promotional program is proving successful is indicated by the fact that during the last four weeks it has not been necessary for New York dealers to throw away any fish or to freeze any excess supplies, since the increased demand has taken the market supply daily. This is attributed to the Council's publicity work in the newspapers and over the radio, and the store posters, streamers and recipe booklets.

### New Fulton Fish Market Building

The new Fulton Fish Market Building, 192x100, 2½ stories including mezzanine, will be opened with ceremonies June 1 or soon after, and will be occupied by 19 firms, 14 of which were located in the old building.

### Wholesale Prices at Fulton Fish Market

| Specie           | April<br>1-8 | April<br>9-15 | April<br>16-22 | April<br>23-30 |
|------------------|--------------|---------------|----------------|----------------|
| Alewives         | .01-.02      | .01-.01½      | .01-.01½       | .00½-.00½      |
| Bluefish         | .07-.20      | .12½-.20      | .07½-.20       | .07-.16        |
| Butterfish       | .04-.07      | .02½-.11      | .03-.10        | .01-.09        |
| Codfish, steak   | .05-.12½     | .05-.11       | .04-.09        | .03-.06½       |
| Codfish, market  | .03-.08      | .03½-.08      | .02¾-.06       | .01½-.05       |
| Carp             | .04-.06      | —             | .03-.03        | .03-.03        |
| Croakers         | .04-.07      | .06½-.08      | .04½-.07       | .02-.04½       |
| Dabs             | .03-.04      | .02½-.06      | .02½-.03¼      | —              |
| Eels             | .10-.12½     | .11-.12       | .01-.11        | —              |
| Flounders        | .03-.11      | .02-.08       | .01½-.10       | .00¾-.05       |
| Fluke            | .03-.12½     | .03-.13       | .06-.14        | .02-.16        |
| Haddock          | .02½-.07     | .02¼-.06      | .02½-.07       | .01½-.05½      |
| Hake             | .03-.03      | .01-.04½      | .01-.05        | .00½-.04       |
| Halibut          | —            | .12-.25       | .10-.15        | .11-.15        |
| Kingfish         | .07-.08      | —             | .06-.09        | .02-.08        |
| Mackerel         | .18-.18      | .15-.20       | .11-.20        | .05-.12        |
| Mullet           | .10-.10      | —             | .07½-.10       | —              |
| Pollock          | .02-.05      | .04-.05       | .02-.05        | .02-.04        |
| Pompano          | .40-.40      | .40-.50       | .35-.40        | .30-.35        |
| Salmon, Pacific  | .30-.35      | —             | .26-.27        | .18-.25        |
| Scup             | .01-.05      | .02-.07       | .02½-.08       | .01-.05        |
| Sea Bass         | .01-.09      | .04-.14       | .03-.12        | .03-.12½       |
| Sea Trout, gray  | —            | .18-.23       | .07-.18        | .02-.20        |
| Sea Trout, sptd. | .16-.22      | .22-.23       | .07-.20        | .05-.18        |
| Red Snapper      | .09-.10      | .02½-.15      | —              | .09½-.12½      |
| Sole, grey       | .03-.08      | .04½-.08      | .03½-.06       | .03-.06½       |
| Sole, lemon      | .08-.12½     | .09-.12½      | .07-.12½       | .04½-.06       |
| Striped bass     | .07-.14      | .08-.14       | .09-.14        | .05-.10        |
| Tilefish         | .05½-.05½    | .04½-.04½     | —              | .04-.05        |
| Whiting          | .00¾-.06     | .01½-.05      | .01-.08        | .01-.03½       |
| Yellowtails      | .01½-.08     | .02-.07½      | .02-.07        | .01½-.05       |
| Clams, hard      | 1.25-3.00    | 1.50-2.50     | 1.25-2.50      | 1.00-2.50      |
| Clams, soft      | 1.00-1.75    | 1.00-1.50     | 1.00-1.50      | .75-1.50       |
| Conchs           | 2.00-2.00    | 1.25-1.25     | 1.00-1.25      | —              |
| Crabs, hard      | 1.25-2.50    | 1.25-1.50     | 1.25-2.00      | .75-1.25       |
| Crabs, soft      | .20-1.25     | .20-1.25      | .30-1.50       | .40-1.50       |
| Crabmeat         | .30-.30      | .20-.60       | .25-.70        | .27-.55        |
| Lobsters         | .47-.73      | —             | .37-.68        | .35-.50        |
| Mussels          | .50-1.00     | —             | .50-.75        | .50-1.00       |
| Scallops, bay    | —            | —             | —              | 2.50-2.75      |
| Scallops, sea    | 1.35-1.45    | 1.45-1.60     | 1.60-2.00      | 1.25-1.40      |
| Shrimp           | .08-.22      | .07½-.30      | .08-.26        | .06-.16        |
| Squid            | .04-.05      | .02½-.09      | .01-.06½       | .01-.03        |

## Vineyard Has Better Than Average Fishing Month

By J. C. Allen

**S**PRING lays aboard right now, as this report takes shape, and the Lord knows that all hands rejoice, even if they don't put it into actual words. Preparations in these latitudes are well under way toward getting out and doing the million and one things that pertain to the doings of the long-booted gang of shore fishermen. Traps, lobster-pots, ground-trawls and all the rest, ready and rigged, or already set and soaking. Nobody on God's green earth or blue water possesses the undying hope of the fisherman!

The past month hasn't been either too good or too bad. Reckoned by average standards, perhaps it was a trifle better than the average month of April in some respects. With two Jewish holidays occurring during the month, which occurrences generally raise the devil with the market for fish; the lull was of shorter duration than usual, which is all to the good.

The movement of the fish in these bearings has been normal, with the yellowtails holding on strong until the flounders struck, which was about the fifteenth of the month. Then the pugs fell off, as usual, and the flounders picked up.

### Scup

Scup were hailed off Newport, during the week of the 20th, and butters along with them, which should bring the school aboard of us in regular scheduled time. The traps will be ready and set against their arrival.

During the week of the 20th, when the first scup struck, and when our small otter-trawlers were finding one or two in each drag inshore, the big fishermen, seventy miles off Cape May, were taking forty to seventy barrels of scup and butters in each drag.

### Bait Shows Up Early

Things look very fishy around the Vineyard as the Spring arrives. Sun-squalls and bait have shown up much earlier than usual, and bait is always welcome. The alewives struck on early in the month and have run well, not that it matters a cuss one way or another as far as their commercial value is concerned. We had one small vessel in to bait, the rest steered clear, baiting with frozen stuff.

### Luck Off-Shore

The luck still lies in off-shore water with the sea-scallopers, where a man has to possess something more than ordinary guts in order to hang on. This eliminates the blasted scrapings of the scuppers and the sea-scallopers are still independent and seem likely to remain so for a while at least.

### Small Boat Fleet Disappearing

But the independent fleet of small boats and vessels is setting to lowward fast. A few more years and there will be no more of them in New England waters at least. The Gloucester vessels are making port in New Bedford, the New Bedford vessels are running to New York. The answer is beam-trawlers and machine-made prices and it isn't likely to be too long before the same combination of hoggishness will drive the hundred-odd small vessels away from New Bedford, because filleting is about to start there in a big way, it seems.

Such legislation as is recommended or pending in Massachusetts at least, but more or less throughout New England, is actually aimed at the closing of all territorial waters to commercial fishing, which may very likely be a necessary move. But it plays directly into the hands of the corporations who are responsible for the ruin of the independent fishermen. The Wheelhouse Loafer expects to be able to bait a line and catch a fish as long as we can lift an oar, but New England fisheries, like New England whaling, is vanishing from the coastal waters, bound to mid-ocean, where again, like the whaling, it will probably vanish.

### Capt. Harden Paul

We have to log this month the passing on of Capt'n Harden Paul, of Edgartown. Harden was a grand old-timer, born down East and educated from childhood in fishing vessels. All hands who knew him were his friends, and Harden was a friend to every man worthy of that designation.

## Trawler Repairs ... BY BETHLEHEM



View of Atlantic Yard, East Boston

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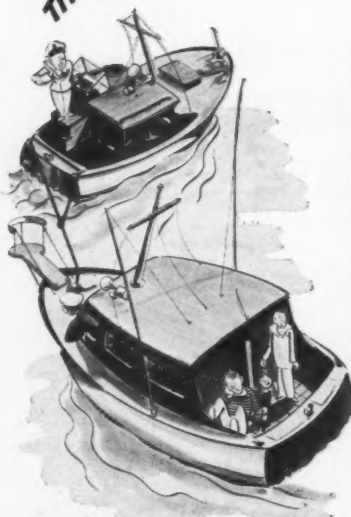
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## Lunenburg

### Capt. Angus Tanner Orders New Schooner Built

By H. R. Arenburg

**C**APT. Angus Tanner has placed an order with the ship-building firm of Smith & Rhuland for the construction of a new fishing schooner. Building of this schooner is to start immediately and she will be ready for launching some time in July. Captain Tanner is at present in command of the schooner *Marguerite B. Tanner* and has sailed her for the past thirteen years. After the schooner is overhauled and some necessary repairs made to both the vessel and her engines, she will be offered for sale. Captain Tanner is one of the very successful masters in the Lunenburg Fishing Fleet.

**Only Vessel Handlining**

Schooner *Gloria May*, Captain Ervin Corkum, arrived at Lunenburg from LaHave and went on the marine railway for an overhauling before proceeding to the Banks, on a handlining trip. This is the only schooner remaining in the Lunenburg fleet engaged in the handlining method of fishing.

**Landings From Frozen Baiting Trip**

A large number of the fishing schooners engaged in the fresh fishing industry during the Winter months have engaged in the salt fishing operations during the past six weeks, on the frozen baiting trip. They have all returned to port, landed their catches and sailed on the Spring trip. The landings were as follows:

*E. F. Zwicker*, Capt. William Deal, 1500 quintals.  
*Marguerite B. Tanner*, Capt. Angus Tanner, 1400 quintals.  
*Robert J. Knickle*, Capt. Gordon Mosher, 1000 quintals.  
*Beatrice Beck*, Capt. Gordon Corkum, 950 quintals.  
*Mavis Barbara*, Capt. Roy Spindler, 950 quintals.  
*C. A. Anderson*, Capt. John Wentzell, 850 quintals.  
*Delawana II*, Capt. Fred Deal, 850 quintals.  
*Mary Hirtle*, Capt. Eddie Cleveland, 850 quintals.  
*John H. MacKay*, Capt. Walter Crouse, 800 quintals.  
*C. J. Morrow*, Capt. Carmen Knock, 700 quintals.  
*Harriet & Vivian*, Capt. Frank Meisner, 650 quintals.  
*Ocean Maid*, Capt. Freeman Beck, 600 quintals.  
*Isabel Corkum*, Capt. Eric Corkum, 550 quintals.  
*Pan American*, Capt. Ellison Creaser, 550 quintals.

**Fresh Fish Landings**

The fresh fish landings during the past month include the following:

**General fresh fish:**

*Arthur J. Lynn*, Capt. Foster Corkum, 290,000 pounds.  
*Marshall Frank*, Capt. Frank Risser, 215,000 pounds.  
*Sir Ernest Petter*, Capt. Napen Crouse, 205,000 pounds.  
*R. B. Bennett*, Capt. Elburne Demone, 120,000 pounds; Capt. Albert Crouse, 50,000 pounds.  
*Howard Donald*, Capt. Guy Tanner, 65,000 pounds.  
*Delawana II*, Capt. Dan Mosher, 50,000 pounds.  
**Halibut:**  
*H. W. Adams*, Capt. Arnold Parks, 90,000 pounds.  
*Bessemer*, Capt. Thomas Himmelman, 65,000 pounds.



A seaworthy fishing schooner built by David Mason, boat builder of Tanook Island, Nova Scotia.



## New Brunswick Weirmen and Packers Organize to Better Industry

By C. A. Dixon

**T**HE dawn of a new era in relations between weir fishermen and sardine packers in the Quoddy region of Charlotte County, N. B., seems to be imminent according to present indications following a meeting held at Eastport two days before the factories opened in that city and Lubec. The meeting was called by the sardine manufacturers themselves and invitations were sent out to boatmen and weirmen in coastal villages to attend the meeting of the Maine Packers' Association, of which James Abernethy of Pembroke is secretary. Delegations of weirmen and boatmen from Deer Island, Campobello, and Grand Manan were sent from the Canadian fishing centers to the gathering, where matters relating to prices for raw material and methods of sale were discussed. At the Eastport meeting it was decided to pay for fish this Spring at the rate of forty cents a case or the equivalent of from \$12.00 to \$14.00 a hoghead for prime oil fish.

### Weirmen Organize

Immediately after the meeting the Deer Island, N. B., weirmen went home and reported to a gathering of fishermen at Lord's Cove with the result that a West Isles Fishermen's Association was organized. Chelius Richardson, manager of the famous "Chattys' Point" weir, was elected president, and Glen Cline, one of the operators of the "Dream" weir, was elected secretary-treasurer of the newly formed association. Mr. Richardson is a native of Richardson and Mr. Cline is a native of Lord's Cove. Representative weirmen who were delegates to the Eastport meeting were Alvah Leslie, a prominent weir owner; Chelius Richardson, Vernon Stuart, another leading weir owner; and Gifford Haddon. Mr. Haddon and Mr. Richardson operate weirs for others. Elmer M. Chaffey, Warden of the Charlotte County Municipal Council, presided at the weirmen's meetings, thus leading official weight to the undertaking, and Guy Lambert, a prominent weir owner of Lambertville, was secretary. Twenty-six charter members joined the organization which will hold meetings every second Tuesday of each month. It is expected that many of the difficulties and discouragements incident to the negotiations between fishermen and packers, in the past, will be eliminated.

### Sardine Packing Season Opens

More than forty-eight hours prior to the legal opening season for packing sardines in the State of Maine boats were sent out from Eastport, Lubec and other places in search of fish in Charlotte County, N. B. Scornful of the fact that the first trips were inaugurated on the 13th of the month, Lubec cannerymen in particular laughed at the idea of ill luck following such a venture. Consequently the R. J. Peacock Canning Co. and the Seaboard Canning Co. had cargoes of fish landed at their respective plants before the 14th arrived, but of course the fish were merely processed and were not packed in cans until after midnight by the tick of the clock as the 15th was ushered in.

### Seining to Be Prohibited

The seining of fish will be prohibited as soon as the weirs are in readiness to take fish, it is said. So far this year practically all the fish have been caught in purse seines or by the driving method (the latter method having been used early in the winter). Charlotte County fishermen, chiefly those from Campobello, have bought very large seines, some of them 200 fathoms long and 90 feet deep and pursued by power. With these, an innovation in Southern New Brunswick, large hauls of sardines have been caught in offshore waters in Mace's Bay for the first time in history.

### Sardine Boats Being Equipped With Radio Telephones

The equipping of sardine boats with radio telephone this year by some of the Lubec firms which are noted for their enterprise seems to be working to their advantage if rapidity of transportation between fishing areas and the factories are any sign.

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So all agree—the galley range for that new boat will be a SHIPMATE. It's just a question of which of the several types and which of the many sizes it is to be.

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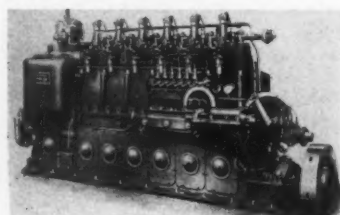
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## M. I. T. Food Technology Conference June 28—July 1

PROFESSOR S. C. Prescott, Dean of Science at the Massachusetts Institute of Technology, has announced that a second Food Technology Conference will be held at Cambridge under the auspices of the Division of Food Technology and Industrial Biology, from June 28 to July 1.

The opening session on Wednesday morning will be one of two particularly devoted to Quality Control. Among the well-known food authorities who are expected to participate in this part of the program are W. L. Campbell, General Manager of the Kroger Grocery and Baking Company of Cincinnati; Dr. F. C. Blanck of the Food Research Division, U. S. Department of Agriculture; Dr. Harden F. Taylor, President of the Atlantic Coast Fisheries Co.; Dr. Roy C. Newton, Director of Research of Swift & Co.; Dr. E. J. Cameron of the National Canners' Association Research Laboratories; Dr. Mary E. Pennington of New York; Mr. August Haffenreffer of the Haffenreffer Brewing Co.; and Dr. S. A. Beatty, Fisheries Research Board of Canada.

The symposium on Food Packaging Technology will cover recent developments in the packing of foods in tin, glass, transparent films and rubber latex. Among the expected speakers in this symposium are Dr. Roger Lueck of the American Can Co. Research Laboratories, Maywood, Illinois; Dr. W. H. Harrison of the Continental Can Co., Chicago; Dr. S. H. Ayers of the Crown Can Co., Philadelphia; Dr. H. A. Barnby of the Owens-Illinois Glass Co.; Mr. O. F. Benz of the du Pont Cellophane Division, Wilmington, Delaware; and Mr. M. T. Rogers of the Dewey & Almy Chemical Co.

Among the guest speakers who are expected to make keynote addresses are Mr. Clarence Francis, President of General Foods; Dr. H. A. Baker, President of the American Can Co.; President K. T. Compton of M.I.T.; J. L. Kraft, President of the Kraft-Phoenix Company; Dr. O. E. Baker of the U. S. Dept. of Agriculture; Dr. L. V. Burton, Editor of *Food Industries*; and Prof. W. V. Cruess of the University of California.

The present indications are that the attendance at the Conference will be as large as in 1937 when over 600 were registered. Dormitory facilities for those attending the Conference will be available in the M.I.T. Senior House at a cost of \$1.00 per night. This year there will be a registration fee of \$2.50 for all persons attending the Conference. Applications for registration cards should be made in advance to Prof. B. E. Proctor, at M.I.T., Cambridge, Mass.

## Mysterious Sponge Blight Has Spread to Florida

SO concerned is the United States Bureau of Fisheries in the spreading of the Sponge disease which has already wiped out the Bahama Island beds in recent months that the U. S. Government is sending a representative to Tarpon Spring and Key West to investigate conditions there.

Dr. P. S. Galtsoff, Government Oceanographic Expert, left Nassau, where he went to study the dreaded blight, to report in Washington, and Charles E. Jackson, Acting Commissioner of the United States Bureau of Fisheries, has detailed Dr. Galtsoff to study the Florida situation, and investigations of conditions in Tarpon Springs, Fla., are now in progress.

Dr. Galtsoff believes it will be 4 or 5 years before fishermen will take sponges from the Bahaman beds and veteran sponge-men say their operations are no longer profitable. Investigations made in the Bahamas indicate that a fungus-like organism may be the cause of the mortality.

The fine Sheepswool Sponges have been most affected. Not only has this blight brought tremendous loss to those in the Sponge industry but a Sponge shortage is a matter of concern to the entire population so dependent upon Sponges for household use, personal use, and industrial use. In Tarpon Springs the industry has passed the two million mark in the last two years.

Dr. Lewis Radcliffe, Executive Secretary of the Sponge Institute, has asked the United States Bureau of Foreign and Domestic Commerce to secure reports of the disease also appearing in Cuban beds.

## Record Breaking Fish Freezer Production

**A**N all-time production record was established by American fish-freezing plants during 1938 according to Bureau of Fisheries statistics. During 1938 186,000,000 pounds of fisheries products were handled, valued at \$12,500,000. This includes Alaska as well as the United States proper.

The 1938 volume was larger by 11 per cent than that of 1937, 4 percent more than in 1936, and 24 percent more than in 1935.

Six items accounted for more than half the total amount frozen during the past year. These were haddock fillets, 11 percent; salmon, 10 percent; whiting and rosefish, each 9 percent; halibut, 8 percent; and pollock fillets, 6 percent.

New England led in the quantity of fish and shellfish frozen, with 87,097,000 pounds; the Pacific section ranked next with 46,519,000 pounds, followed by the Middle Atlantic section with 22,952,000 pounds. The combined production of all other areas totaled 29,528,000 pounds.

## Effect of Oat Flour as an Anti-Oxidant in Frozen Fillets

**R**ANCIDITY in fatty foods is caused by the absorption and chemical combination of the fat with the oxygen of the air. Any substance which retards this chemical combination is termed an anti-oxidant. In many industries it is of considerable importance to promote this combination of the oxygen in the air and the fat or oil; an excellent example of this is the drying and hardening of the oil in paint. In other industries it is equally important to prevent this combination.

Certain cereal products, especially oat flour, have long been credited with qualities which retard the absorption of oxygen by the natural fat contained in many of the fatty foods such as ice cream, lard, bacon, nuts and salad dressing. In order to study the effect of the treatment with cereal products on fatty fish, a fellowship was inaugurated by the Musher Foundation, Incorporated, at the U. S. Bureau of Fisheries Technological Laboratory located at the University of Maryland, College Park, Maryland. A previous report from this laboratory disclosed that the absorption of oxygen by salt mackerel was definitely retarded by the addition of only a slight amount of oat flour, approximately 15% by weight of the salt used.

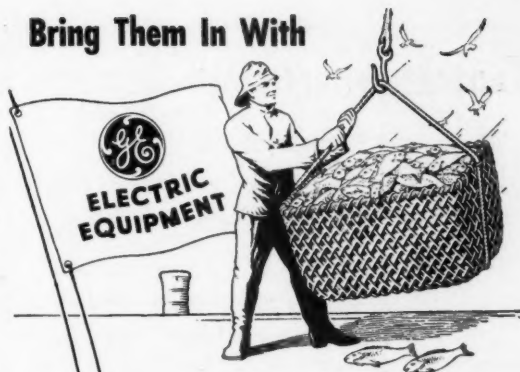
The present report deals with treating frozen mackerel fillets with a water extract of oat flour to prevent rancidity formation. The preparation and use of the water extract was decided upon since it permitted the elimination of the starch and facilitated handling. The experimental data shows that the frozen mackerel fillets treated with the water extract of oat flour retain a palatable condition and can be stored for longer periods than untreated samples handled in a similar manner.

In addition to the effect of the oat flour extract as an anti-oxidant, consideration has also been given to its action in retarding the enzymatic autolysis. The enzymatic action within the flesh continues during the period of storage, causing a breakdown of tissues with the liberation of ammonia. Freezing temperatures slow down the action appreciably, but losses still occur during long periods of storage. It is this very slow breakdown of tissues that is responsible for the gradual changes. The treatment of the fish fillets with the oat flour caused a marked slowing down of the enzyme action with a longer retention of the "fresh" flavor and odor.

In summary, it was found that a water extract of oat flour not only retarded the oxidation of the oil in the flesh of frozen mackerel fillets, but also retarded the action of the enzymes in the tissue. The treatment of the fillets with a water extract of oat flour permitted a longer period of cold storage with a longer retention of "fresh" flavor and odor.

Abstract of paper by J. M. Lemon and C. E. Swift of the U. S. Bureau of Fisheries' Technological Laboratory at the University of Maryland, read before the Division of Agricultural and Food Chemistry at a meeting of the American Chemical Society, Milwaukee, Wis.

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Beyer Fish Co., Fulton Fish Market.  
Chesebro Bros. & Robbins, 4 Fulton Market.  
John Dais Co., Fulton Market.  
Eastern Commission Co., 19 Fulton Market.  
International Fish Co., Inc., 111 Fulton Fish Market.  
Lester & Toner, Inc., Fulton Fish Market.  
South Fish Co., 112-113 Fulton Market.  
Frank W. Wilkisson, Inc., 16 Fulton Market.

### PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.



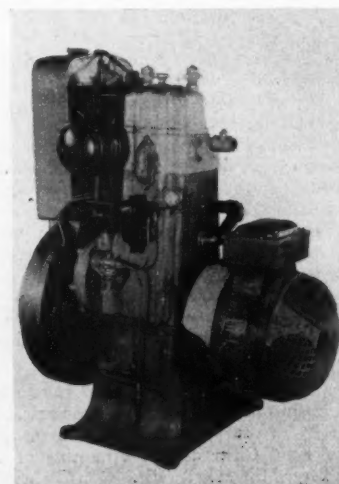
The Municipal Yacht Basin on the Inland Waterway at Charleston, S. C., now handling Essomarine products exclusively. The facilities of the station provide ample draft for all craft navigating the Inland Waterway. A full line of fuels and lubricants for all types of boats is carried. W. A. Williams, left, is manager and "Teddy" Furlow, right, is dockmaster. "Red" McLaughlin, lessee of the Basin, also operates Adgers Wharf and Standard Yacht Basin, both on the Cooper River in Charleston.

## New Diesel Electric Light and Power Plants

A COMPLETE new line of Diesel Electric Light and Power Plants has been announced by the Universal Motor Company of Oshkosh, Wisconsin. Both single cylinder and four cylinder models are being offered. Engines are of the full Diesel compression ignition type. The four cylinder models feature soft combustion, low compression and low pressures, making for quiet, smooth operation. Single cylinder models feature the Bosch fuel injection system and Bosch combustion chamber above the piston. Both engines have removable cylinder liners, making for low cost repairs when necessary.

The single cylinder models are being offered in 3,000 and 5,000 watt sizes, both AC and DC. The four cylinder models range from 5,000 watts up, both AC and DC.

The line includes both marine and land type plants. The marine plants range from 5 KW up and are powered with a four cylinder engine.



Land type model, Universal one-cylinder full Diesel electric plant, with American Bosch fuel injection equipment.

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## Range of Hyde Propellers

**W**ITHOUT doubt everyone who ever owned a motor boat knows of Hyde Propellers. The Hyde Windlass Co. of Bath, Maine, who makes these well-known propellers, has been established over a century.

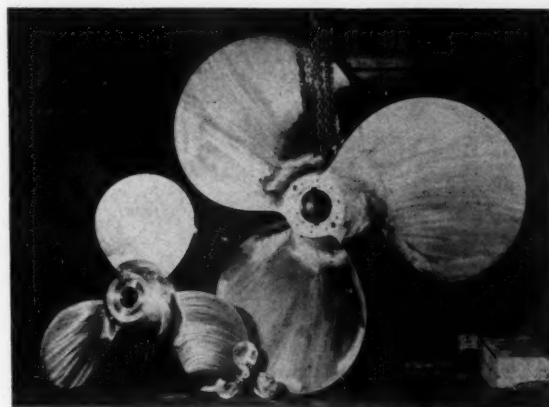
There may be some, however, who do not realize the facilities of this company in the propeller field. The photograph, taken in the Hyde plant recently, will give some idea of the wide range of production possible in their finely equipped shops. The large propeller is for use on one of Uncle Sam's speedy destroyers, while the one on the left is for use on a Government submarine. The sizes of these two propellers can be realized by comparison with the propeller in the foreground. This small propeller is a 24 inch diameter Hyde Turbine Type wheel. Submarine and destroyer propellers for the U. S. Navy are regular products of Hyde. For several years propellers for these craft have been in constant production in the Hyde plant. Those who are familiar with the requirements of the U. S. War Department realize the rigid inspection to which all material is subjected, and Hyde is proud of its record in consistently meeting all of the exacting tests.

The same quality of metal and workmanship that meets the conditions set forth by the U. S. Navy is used in every Hyde Propeller, from the little 8 inch for the tiny inboard to the huge 20 foot propeller for the ocean-going craft.

The Hyde Windlass Co. of Bath, Maine will mail without charge to anyone interested a copy of "Propeller Efficiency," a booklet containing information of interest and value to any present or prospective boat owner.

## New 1939 OSCO Catalogue

**T**HE new 1939 OSCO catalogue is just off the press. It is comprehensive, detailed and concise. It answers power problems for owners of all types of boats from a 15 ft. runabout to a 65 ft. auxiliary. A copy may be obtained by writing Osco Motors Corp., Philadelphia, Pa. Among the illustrations is a picture of the 48 ft. shrimp *Alabama* owned by Rene Terrebonne, Cut Off, La.



Propellers photographed at the Hyde plant.

## Shad Tags Recovered

**F**OUR of the shad tagged near Edenton, N. C., early in May, 1938, were recaptured during April of this year in the North Carolina Sounds by Robert A. Nesbit of the Middle and South Atlantic Fishery investigations of the Bureau of Fisheries.

Recovery of these tags furnishes direct evidence on the important question of the return of shad to the same waters year after year. Many fishermen had expressed the theory that the decline in their shad catches has been due to the migration of the fish to other rivers.

Additional evidence that shad return to the same river in successive years has been obtained by investigators of the State of Maryland. These investigators tagged shad below Conowingo Dam in 1937 and obtained one return in the same place in 1938. The State biologists also tagged shad in the lower Chesapeake in 1938 and have recovered one of the tags this season from the James River.

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THAN OLD  
FASHIONED  
ANCHORS

Here is modern holding safety for your boat. Replace dead anchor weight with this light-weight positive protection. Northhill Anchors actually cost less and do more work than old style anchors weighing 14 times as much. At dealers everywhere.

NORTHILL *Safety* ANCHORS

**Red Wing**

**ARROWHEAD**  
25-45 H. P.

**A General Utility Model—Adapted to Runabouts or Cruisers!**



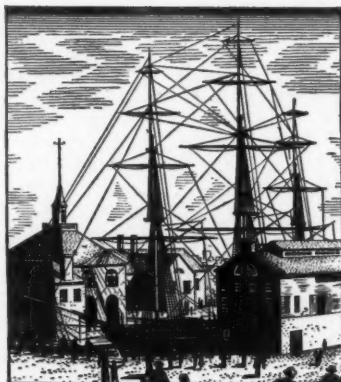
4 Cylinder—4 Cycle. Bore  $3\frac{1}{2}$  in.—Stroke  $4\frac{1}{2}$  in. 25-45 H.P. Speeds to 2,000 R.P.M. An outstanding value. The Red Wing Arrowhead brings you all the famous Red Wing features at an unusually low price. Dependability—performance—economical operation are the keynotes of this modern, compact and powerful engine. Let us send you full specifications and prices. Write today. DISTRIBUTORS: Verrier, Eddy Co., 201 E. 12th St., New York City; W. H. Moreton Corp., 1043 Commonwealth Ave., Boston; W. E. Gochenaur Mfg. Co., 437 Arch St., Philadelphia, Penn.

**THE COMPLETE RED WING LINE**

- 20 Gasoline Models 4 to 12 H.P.
- 2 Pull Diesel Models 7½ to 10 H.P.
- 4 Steamship, Port Oil Models 20 to 60 H.P.

**RED WING MOTOR CO., Red Wing, Minn.**

\* POWER TO SPARE



The New England Exhibit at the New York World's Fair this year makes one re-live the traditions of the old sailing-ship days! "The most outstanding and unique exhibit at the World's Fair," says Grover Whalen.

**SUPERIOR**  
MADE BY  
**FROST**  
Gloucester.  
Mass.

**FROST BRAND**  
"SUPERIOR"  
OIL CLOTHING

A first quality garment made to meet the requirements and approval of the fishermen.

Manufactured by  
**D. O. FROST CORPORATION**  
Factory and Office, 5-7-9-11 Wharf St.  
**GLOUCESTER - - - MASS.**

### THE DEPENDABLE SEA-GOING BATTERY



32 volt and 115 volt

**THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia**  
The World's Largest Manufacturers of Storage Batteries for Every Purpose  
Exide Batteries of Canada, Limited, Toronto

**WALK-LAID  
MANILA  
ROPE**

YOUR GUARANTEE of quality in all standard types and sizes of Fishing Rope Gear, waterproofed, lubricated, treated and specially laid for each particular use, is Wall's century-long service to Fishermen.

Stocks in all Fishing Centers  
**WALL ROPE WORKS, Inc.**  
48 South Street, New York, N. Y.  
Factory: Beverly, N. J.

**FOR THE MARINE INDUSTRY**

### Plymouth Rope at New York World's Fair

THE New England Exhibit at the New York World's Fair is a picturesque waterfront scene including merchant's warehouse building and a two-story structure which will house the exhibit materials furnished by the participating States, portraying the industrial, recreational, agricultural and educational advantages of New England.

The entire exhibit is built around a 125-ft. replica of a full-rigged, three-masted merchantman lying at dock, whose towering masts, spars and rope rigging are visible over the greater part of the Fair Grounds.

Back in the early days of the Plymouth ropewalk, New England enterprise was symbolized to the world by her fast-sailing merchant ships and crack clippers whose daring skippers drove them through fair weather and foul with all sail set, relying on the strength of canvas and hemp rigging. The first American Merchant Marine was in its ascendancy and dependable cordage was in demand by sailing ships of the day.

The day of the sailing ship is now long past and a new merchant marine has taken its place. Plymouth is serving these new ships as it did a century and more ago.

The Plymouth Cordage Co. has been called upon to furnish a complete "gang of rigging" for the New England ship at the New York World's Fair, 1939.

The type of ship represented by the World's Fair replica was used in the East Indian, West Indian, South American and Mediterranean trades. According to Howard I. Chapelle, marine architect, in charge of the technical details of the ship's construction, the lines of her hull were taken from a builder's half-model said to represent the ship *Ohio* built at Kingston, Mass. about 1830.

Rigging specifications for this ship aggregate approximately eight tons of cordage—four-strand Tarred Hemp Lanyard for standard rigging, consisting of shrouds and stays to support the towering masts, while the running rigging is principally of three-strand Manila.

In the old manner of rigging a ship, the rope has been especially made for the purpose by the Plymouth Ropemakers, reverting to manufacturing practice of the early days, further evidence of the adaptability which has kept the Plymouth Cordage Co. in step with changing times and rope needs since 1824.

### Oyster Convention, July 10-13

AT a meeting of the Directors of the Oyster Institute of North America on April 18, it was decided to hold the joint annual convention with the Oyster Growers' and Dealers' Association and National Shellfisheries Association at the Hotel Pennsylvania in New York City July 10-13. Consideration is being given to limiting the convention to one session per day (9:30 A.M. to 1 P.M.), and to eliminate the annual banquet, to provide ample opportunity during the afternoon and evening for visits to the World's Fair. An unusually interesting program will be provided.



### New "RPM" DELO Non-Corrosive

**C**OMPOUNDED oils such as the original "RPM" Diesel Engine Lubricating Oil are exactly suited to engines equipped with babbitt bearings, but these lubricants have not been recommended for engines employing copper-lead or cadmium-silver bearings. These alloys are highly sensitive to corrosive materials.

Former anti-ring sticking compounds, then, which solved one Diesel lubrication problem seemed to aggravate another. This called for more research, more thousands of hours of field and laboratory tests. The final result is New "RPM" DELO, using a strongly anti-oxidant compound to prevent ring sticking which is also non-corrosive to alloy bearings.

After grueling engine tests this product leaves copper-lead and cadmium-silver bearings in perfect condition. In strip corrosion tests where copper-lead and cadmium-silver specimens are placed in oil and air-blown at a temperature of 300° F. for 72 hours, New "RPM" DELO again definitely establishes itself as non-corrosive to copper-lead, cadmium-silver, Satco, etc.

*P. A. Condit, Control Engineer of The Cooper-Bessemer Corp. Mr. Condit is a member of the A.I.E.E. and a professional Electrical Engineer.*



### Condit Joins Cooper-Bessemer

**P**AUL A. Condit has recently joined The Cooper-Bessemer Corporation to serve that organization in the capacity of Control Engineer. With close control a very vital factor in almost every phase of modern manufacturing processes, Mr. Condit's experience and ability will be applied toward closely co-ordinating Cooper-Bessemer gas and Diesel engines, as prime movers, to such processes.

Born near Columbus, Ohio, in 1906, Mr. Condit attended Denison, Ohio Northern and Cincinnati Universities in his pursuit of training and education as an electrical engineer. Upon completing his university studies, he entered into railroad work, being primarily interested in complex circuit and automatic control installation, test and design, in conjunction with continuous, as well as intermittent, inductive automatic train control and automatic interlocking.

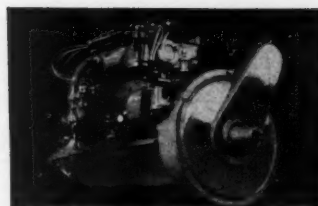
In 1932, Mr. Condit joined the Pure Oil Company at their newly erected Midland Refinery. After working in the operating and maintenance departments of their various refineries for two years, he was transferred to the company's Chicago offices as Assistant Chief Engineer with duties as electrical and control engineer for all refineries.

In 1937, The Mason-Neilan Regulator Company employed Mr. Condit as development engineer and he continued in that capacity until his recent affiliation with Cooper-Bessemer.

With his headquarters at the Mount Vernon, Ohio, offices of the Corporation, Mr. Condit will effect a close liaison between the sales and engineering departments in control system problems, and his services will be available to all branch offices and sales representatives.



2 to  
150 H.P.



**BIG HUSKIE**  
4 cyl., 25 hp. at 1800 rpm.

The Palmer Line includes a full range of engines from 2 to 150 horse-power. All are sturdy, dependable, accessible and economical. Send for catalog.

**PALMER BROS. ENGINES, INC**  
**COS COB, CONNECTICUT**  
Export Office: 44 WHITEHALL ST., N. Y.  
Sales Office: 102 E. 25th St., New York  
Dealers in principal coastal cities

**PALMER**  
**ENGINES**

### The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

A. N. & T. Coy Linen Nets

Manila Trawls, Burnham Lines

Sales Offices:

New York      Boston      Gloucester      Baltimore  
Chicago      San Francisco

### FLAKE SIZE CHANGED AT WILL

Turn a crank on a new "500-Line" Creasey Ice Breaker and change the size of flakes while the machine is running. Better size-control than ever before plus all the old reliability that made them say "A Creasey Never Wears Out." New Bulletin 113C shows sizes and net prices of models up to 50 tons per hour. Write for your copy.

**THE NEW CREASEY  
DOES IT**



**GIFFORD WOOD COMPANY**  
HUDSON, N. Y.

**CREASEY ICE BREAKERS**

Ⓢ 8966

### Hathaway Machinery Co.

Original  
Flax Packed  
**STERN BEARINGS**

**New Bedford, Mass.**

**JOHN G. ALDEN**

NAVAL ARCHITECT

MARINE ENGINEER

Specializing in Diesel vessel design

131 STATE STREET

BOSTON, MASS.

**FOR SALE**

New "Seagoin" commercial fishing boat exact duplicate of above photo. Length: 32'; beam 11'; rebuilt Diesel motor. Will sacrifice for quick sale. Boat now in water.

Franklin G. Post & Son, Inc.  
Mystic, Conn.—Tel. 659

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**When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
FOR BEST RESULTS SHIP TO  
R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years  
17 Administration Building Fish Pier, Boston, Mass.

**FOR SALE****Smack**

Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric lighting plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

**Suits of Sails**

Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.

**Dragger**

Dragger *Absegami*, 71 ft. x 16.2 ft. x 5.7 ft., 120 hp. twin screw pair Atlas Imperial engines, 60 hp. each and used only 5 months. Atlas Diesel Engine Corp., 115 Broad St., New York, N. Y.

**Engine Bargain**

One 20 hp. Sterling engine Model F. Complete except for reconditioning magneto. Eight cylinder. Not new, but in good condition. Will sell at a great sacrifice. Address S. H., 125 Hope St., Bristol, R. I.

**Rebuilt Engine**

Factory rebuilt 40 hp. 4 cyl. Ford marined motor with new Paragon inbuilt reverse and new motor guarantee \$175. Osco Motors Corp., 3646A North Lawrence St., Philadelphia, Pa.

**Diesel Motor Ship**

63 ft. 14½ ft. beam, Diesel motor ship. Top deck with enclosed bow. Can be used for passengers, freight, towing, work boat, or converted to gill netter. Power, 3 cylinder, 7x10 Atlas Imperial Heavy Duty Diesel motor. \$3200.00. Worthy R. Brown & Son, Inc., Lakeside, Ohio.

**Used Propeller**

Used propeller 34x28 right hand Columbian. Standard bore and taper for 2½ in. shaft. Worthy R. Brown & Son, Inc., Lakeside, Ohio.

**Excursion Boat**

Fifty ft. excursion boat. Will accommodate 40 under cover. Glass cabin, toilet, washroom, heavy duty Standard engine all in good shape. Hyland Machine Co., Rockland, Maine.

**Atlas Diesel Engine**

Four cylinder 70 hp. Atlas Imperial Diesel engine in good condition. Can be seen at Hathaway Machine Shop, Fairhaven, Mass. Address Capt. R. Jacobson, 219 Kempton St., New Bedford, Mass.

**"Mohawk"**

First reasonable cash offer takes 36x11x5 swordfisherman and handliner *Mohawk*. Good party boat. Excellent condition. Built 1935. 50 hp. Buda engine. P. B. MacCready, 442 Temple St., New Haven, Conn.

**Boat Builder**

Seaworthy fishing schooners and racing yachts. David A. Mason, Tanook Island, Lunenburg County, Nova Scotia.

# Where-to-Buy Directory

## Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

### ANCHORS

\*Northill Co., Inc., 6824 McKinley Ave., Los Angeles, Calif.

### BATTERIES

#### Dry Cell

"Eveready"; National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

#### Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.  
Edison Storage Battery Co., West Orange, N. J.  
\*\*"Exide": Electric Storage Battery Co., Philadelphia, Pa.  
\*Willard Storage Battery Co., Cleveland, Ohio.

### BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

### CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.  
Crown Can Co., Philadelphia, Pa.  
National Can Corporation, 110 E. 42nd St., New York, N. Y.

### CLUTCHES

\*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

### COLD STORAGEES

Quaker City Cold Storage Co., Philadelphia, Pa.  
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

### CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
\*Columbian Rope Co., Auburn, N. Y.  
\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.  
\*Plymouth Cordage Co., North Plymouth, Mass.  
\*Wall Rope Works, 48 South St., New York.  
Whitlock Cordage Co., 46 South St., New York, N. Y.

### CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

### DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

### DIESEL GENERATING SETS

\*Bolinders Co., 33 Rector St., New York, N. Y.  
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

### ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.  
Electro Dynamic Works, Bayonne, N. J.  
\*General Electric Co., Schenectady, N. Y.

### ENGINE MANUFACTURERS

#### Diesel Engines

\*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.  
\*Bolinders Co., 33 Rector St., New York, N. Y.  
The Buda Co., Harvey, Ill.  
Caterpillar Tractor Co., Peoria, Ill.  
Cooper-Bessemer Corp., Mount Vernon, O.  
Covic Diesel Div., Northill Co., Inc., 6826 McKinley Ave., Los Angeles, Calif.  
Cummins Engine Co., Columbus, Ind.  
Electric Boat Co., Groton, Conn.

\*Fairbanks, Morse & Co., Chicago, Ill.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

\*The National Supply Co., Superior Diesels, Springfield, Ohio, Philadelphia, Pa.

\*Red Wing Motor Co., Red Wing, Minn.  
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

### Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Osco Motors Corp., 3644 N. Lawrence St., Philadelphia, Pa.

### Fuel Oil Engines

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

### Gasoline Engines

The Buda Co., Harvey, Ill.  
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.  
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

### FISHING GEAR

\*The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

### FISH SCALERS

#### Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

### FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

### FLOATS, Net

Metal Products Co., Two Rivers, Wis.

### FUEL INJECTION EQUIPMENT

American Bosch Corp., Springfield, Mass.

### HOOBS, Fish

\*\*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

### ICE BREAKERS

\*\*"Creasey": Gifford-Wood Co., Hudson, N. Y.

### NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

### NAVAL ARCHITECTS

\*John G. Alden, 131 State St., Boston, Mass.

### NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

\*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

\*National Net & Twine Co., 211 Congress St., Boston, Mass.

### NET PRESERVATIVES

East Coast Fish Net Preservative Co., Box 835, New Orleans, La.

\*\*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

### OILS (Fuel, Lubricating, Gasoline)

\*\*"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.

\*Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

\*Standard Oil Co. of Calif., Standard Oil Bldg., San Francisco, Calif.

### OILED AND RUBBER CLOTHING

\*D. O. Frost Corp., Gloucester, Mass.  
Hodgman Rubber Co., Framingham, Mass.  
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

### PAINTS

\*Pettit Paint Co., Belleville, N. J.

\*Edw. Smith & Co., Long Island City, N. Y.  
Tarr & Wonsan, Ltd., Gloucester, Mass.

### PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.

\*Hyde Windlass Co., Bath, Me.  
Michigan Wheel Corp., Grand Rapids, Mich.

### RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

### RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

### RANGES

\*\*"Shipmate": Stamford Foundry Co., Stamford, Conn.

### REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.  
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

### SHIPBUILDERS, BOATYARDS

The Charleston Shipbuilding & Drydock Co.,  
\*Bethlehem Shipbuilding Corp., Bethlehem, Pa.  
Charleston, S. C.  
The Ingalls Iron Works Co., Birmingham, Ala.  
Portland Yacht Service, So. Portland, Me.  
\*Franklin G. Post & Son, Inc., Mystic, Conn.

### SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

### STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

### STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.  
\*Hathaway Machinery Co., New Bedford, Mass.

### TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

### THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

### TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

### TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

### WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.



**CAPTAIN WESTERBEKE  
WAS RIGHT AGAIN!**



**C**APTAIN WM. E. WESTERBEKE, of the Westerbeke Fishing Gear Company, Boston, Mass., knows the fishing industry in and out. After many years operating and skippering a fleet of trawlers, every step he takes is backed by a world of experience.

So—shortly after having repowered the trawler "Vandal" with a 300 H. P. Diesel, he looked for an oil with a proved record of top performance.

We're proud to say he picked Shell Argus Oil—a product designed especially by Shell to meet the rigid demands of fishing craft.

And Captain Westerbeke was right again! After many months of service, low consumption plus fine all-around performance proved to him that Shell certainly knows its stuff when it comes to Diesel-engine lubrication.

When a man with Captain Westerbeke's experience and reputation picks Shell Argus Oil and proves to himself that it does a real job, we feel that every Diesel operator in the fishing industry will find it worth while to investigate. You can find Shell representatives and technical men ready to serve you at any time. Why not look them up today?



**SHELL MARINE LUBRICANTS**

Printed in U. S. A.  
Lew A. Cummings Co.  
Manchester, N. H.

